

# Internal Improvements to SCDOT Project Delivery for Construction Projects

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Prepared By:

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February 1, 2016

## **Problem Statement**

The South Carolina Department of Transportation delivers projects that are completed outside the allotted time due to budget constraints, incorrect plans, material and work force availability, and utility relocations. Factors that will achieve future objectives include better plan reviews prior to construction, more detailed review of needed funds to complete the project, and better coordination with the affected utilities.

The vision of the South Carolina Department of Transportation is “to deliver, operate and maintain a world class, 21<sup>st</sup> century, multimodal transportation system that enables the Palmetto State to continue to grow its economy, enhance communities and improve the environment.” One of the main focuses in achieving this vision is improving the Agency’s delivery of projects from conception until completion. During the lifetime of a project, it passes through many different internal divisions within the Agency including Planning, Environmental, Right of Way, Preconstruction, and Construction. The focus of this research is to investigate how projects are delivered once developed and provided to District Construction personnel to prepare for a future project and manage it during construction.

The purpose of this research project is to investigate project delivery as it relates to construction projects to help support the Department’s vision. The project delivery goals of the Agency as it relates to this research include:

1. Fifty percent of construction projects are completed on schedule.
2. Ninety-five percent of projects are closed out within 270 days.



3. Seventy-five percent of construction projects are authorized on schedule.

The Department established these goals in a Memorandum from Deputy Secretary of Transportation Hall dated January 7, 2015 (Appendix A). The goals of this project are to determine what factors contribute to unsuccessful project delivery and determine how these factors can be improved. This project will mainly investigate Construction roles during the Preconstruction phase of the project as well as examine the project during construction and identify areas that prohibit effective and timely project delivery.

#### **Data Collection**

Data has been gathered from a variety of sources to examine different departmental roles within SCDOT and how it impacts project delivery. Specifically, data was gathered by creating surveys for the Preconstruction and Construction divisions within the Department. Surveys were used to gather information from staff involved in the Design Field Reviews and during the actual construction phase of the project. Other sources of data included data mining from SiteManager, SCDOT's program used to administer construction project, SCDOT's Utilities Accommodation Manual, SCDOT's Construction Manual, and the 2007 Standard Specifications for Highway Construction.

The goals of the data collection include identifying departmental policies and procedures and recognize concerns of both the Preconstruction and Construction departments as it relates to project delivery. By performing anonymous surveys, the personnel are able to

truly express areas of project delivery that work well as identify areas that are in need for improvement. Additionally, data that is analyzed from SiteManager including original contract completion date and revised completion date will give insight into the amount of projects that are finished behind schedule which affects project delivery.

Critical terms used during this project include the following:

**Design Field Review (DFR):** A project review meeting that is performed in the field while the project is being developed. Attendees include the design engineers, construction engineers, right of way agents, utility company representatives, ad environmental engineers.

**No Cost Relocation:** Where a utility occupies the right-of-way by encroachment and are required to move their facilities due to highway construction or at the request of the Department. (Appendix D - pg. 12)

**Notice to Proceed:** The date at which the contractor is permitted to begin work on a project

**Prior rights:** Where a utility company occupies a strip of land by fee simple, title, easement or other legal means. The utility must prove their claim of right by supplying a document that clearly shoes the utility's rights predates the Department's right of way acquisition. (Appendix D – pg. 13)

**Resident Construction Engineer (RCE):** A local departmental representative who is responsible for overseeing construction activities on all projects assigned to their division.

**Substantial Work Complete (SWC):** The date when all work is complete on the project.

**Utility Agreement:** An agreement between SCDOT and Utility to relocate any utilities that will be impacted by proposed construction. SCDOT agrees to pay for portion of utility if the company has prior rights.

### **Data Analysis**

A survey was created to evaluate the Design Field Review process that is arranged once a set of plans are prepared for a new project. The results of the survey are attached in Appendix B. Typically, a Program Manager is assigned to a project during the preconstruction phase. Their main duties include overseeing the development of the project through surveys, right of way acquisition, environmental reviews, and plan design. Once a preliminary set of plans are developed, a field meeting is arranged with the Resident Construction Engineer and their staff to review the plans and determine the constructability of what has been proposed.

The survey included ten questions and received a total of sixty six responses out of a total of 76 employees surveyed. It was sent out to Program Managers, Design Engineers, District Construction Engineers, Resident Construction Engineers, and Project Engineers. Forty three percent of the responses were received from design engineers and fifty seven percent of the responses were received from field engineers. One hundred percent of the participants

have been involved in a Design Field review. Design field reviews are typically conducted for intersection improvements, bridge replacements, roadway widening, and sidewalk projects. They are not typically performed for maintenance type projects which include resurfacing and pavement rehabilitation. These reviews are conducted on approximately 40 percent of SCDOT projects.

It is ideal for the Program Manager to send out the preliminary plans prior to the Design Field Review so all parties have an opportunity to familiarize themselves with the project prior to meeting on site. In the survey created, engineers were asked two questions related to this procedure. The first was if plans were sent out prior to the Design Field Review and the second was if enough time was given to review the plan before the field meeting. Ninety four percent of participants did receive the plans prior to the review; however, thirteen percent felt like enough time was not given to review the plans prior to the Design Field Review. Most engineers commented that plans are received at least two weeks prior to the scheduled meeting. The conclusion drawn from this is that having ample time to review plans will make the project more successful and will result in fewer complications once construction begins.

Another purpose of the Design Field Review is to ensure that the project can be constructed as indicated on the plans. Often times, suggestions or questions surface during the field meeting that result in a change or alteration to the plans. When surveyed about observations made during the review, ninety five percent of engineers indicated that comments generated during this meeting resulted in plan revisions. This is more evidence that conducting Design Field Reviews is beneficial in improving the project delivery. If plans are not reviewed prior to being awarded and construction beginning, then these changes would not have been



addressed. Most likely, the same conflicts would arise during construction and cause a delay of the project while a solution was worked out. Additionally, a change during construction is an added cost to the Department because it was not included as part of the original construction project the contractor places a bid on.

Several engineers also commented on the Design Field Review procedure. One stated that “sometimes comments or suggestions that are made in the field at a DFR are not incorporated into the plans.” (Appendix B – pg. 16) Another stated that “projects with a good set of plans that stem from and in-depth review minimizes “extra work change orders’ thus reducing time extensions and cost overruns.” (Appendix B – pg. 16)

The key findings of the Design Field Review survey indicates that these reviews are an important tool for the agency to use to deliver construction projects in a more timely and cost effective manner. Projects that can benefit include Intersection Improvements, Roadway Widening, New Road Construction, Bridge Replacements, Sidewalk, and Enhancement Projects. Ninety seven percent of the engineers surveyed agree that conducting Design Field Reviews will improve project delivery for the South Carolina Department of Transportation.

The second survey that was conducted was aimed at field construction engineers and how project delivery is handled during construction. The results of this survey can be found in Appendix C. A total of 27 field engineers responded in this survey. The main questions focused around timeframes where critical activities were completed. These activities included holding a preconstruction conference, issuing a Notice to Proceed, contractor work start date, utility relocations, substantial work complete date, final inspection date, punch list completion, and final estimate submittal.

The Director of Construction office within SCDOT oversees the administration of construction projects. Each month of the year contains a monthly letting where contractors are able to bid on projects. These projects are assigned to Districts to manage the project during construction. The Department is divided into seven engineering districts. Within each district is a District Construction Engineer who has multiple county Resident Construction Engineers (RCE) assigned to him/her. All RCEs are required to hit certain milestones during the life of a construction project to ensure that project delivery during construction stays on course. These milestones were part of the Construction Project Delivery Survey.

The survey indicated that sixty-five percent of projects have Preconstruction Conferences that are held within sixty days of award of the contract and seventy-eight percent of projects have the Notice to Proceed issued within 60 days after award of the contract. It also indicated that the contractor begins work at different rates once the contract is awarded. Twenty-two percent of those surveyed have projects where work begins within sixty days of the award. Another twenty-two percent have projects that begin within ninety days of contract award. Nineteen percent of engineers stated that many projects begin ninety days or more after award of the contract.

All of these milestones play an important role in delivering a successful construction project. If the contractor falls behind on requesting a preconstruction conference, this will have a cascading effect on the rest of the project. The Notice to Proceed will be set later than intended as will the work start date. This causes the project to start late and in return finish after the set completion date.



Once a project is substantially complete, a final inspection is scheduled with the contactor to review their work and identify any work left to be completed. In an ideal situation, there should be little to no punch list items identified at this inspection. Items identified are usually minor and do not take a tremendous amount of time to repair. In the Construction Project Delivery survey completed by the field engineers, fifty-six percent indicated that punch list is complete within 30 days of the final inspection. Another thirty-three percent confirmed that punch list items are completed between thirty-one to forty-five days. Completing the punch list at this rate plays an important role in closing out these construction projects, which is a major factor for SCDOT project delivery. One of the main goals of SCDOT's project delivery is that all construction projects are closed out within 270 days of the substantial work complete date.

Resident Construction Engineers are also evaluated on project delivery and all are rated in order by their success at project delivery. Each quarter, the Director of Construction office evaluates the performance of all Resident Construction Engineers using metrics from project completion dates, total contract amount, Internal Quality Management team audits, and project closeout. These metrics are used to rank the RCEs every quarter. There are items that are used to evaluate the RCEs that the engineers do not have any control over. An initiative is being created within SCDOT to form a committee to review the method by which these RCEs are rated. It is believed that changing the manner in which RCEs are rated will also improve project delivery. The current process creates poor morale for some engineers who are rated on elements beyond their control.

Utility relocations also play a major role in project delivery. Of the many types of construction projects that SCDOT administers, many have utility conflicts that must be addressed prior to construction. In the Construction Project Delivery Survey, engineers identified that utility relocations is the number one reason why construction projects finish behind schedule.

During the project development stage, utility facilities that may be in conflict with the proposed construction are identified. At this point, the affected utility companies are contacted by a SCDOT Utility Coordinator to begin discussing what must be done to move the utility in preparation for the construction project. Most utilities are located on SCDOT right of way by easement. In this case, the utility is required to submit a "No Cost" letter indicating that their facility will be moved at no cost to the Department. The utility can also have prior rights, meaning they owed or had permission to place their facility prior to SCDOT obtaining right of way. In this instance, the Department and the Utility will enter into an agreement where the Department will agree to pay for a percentage of the utility relocation.

The major issue with utility relocations is coordination with utility companies. According to SCDOT's Utilities Accommodation Manual "utility relocations or adjustments performed in conjunction with Department construction contracts ... the utility companies should coordinate their design and construction activities to minimize conflicts or delays with their work and that of the road contractor." (Appendix D – pg. 5 1.1.4) This coordination does not always happen at the pace that is needed to ensure the project is not delayed. Unfortunately, the Utility Accommodation Manual does not address what consequences may exist if this coordination is not successful. Many engineers that were interviewed and surveyed on this issue feel that

SCDOT needs new legislation or policy to guarantee that utility delays are not the major cause of finishing projects behind schedule.

Large amounts of data were also pulled from SCDOT's construction project management program, SiteManager. This program is used to track a construction project from time of bid all the way to project closeout. It is used to documents the contractor's daily work, input pay quantities, manage subcontractors, etc. The data that was pulled from SiteManager included a history of all projects since SiteManager's inception by the Department in 1999. For purposes of this research project, data was analyzed and compared from 2010 to 2015, the last five complete years. See Appendix E for this data.

During the last five years, 1,849 projects were let to contractors for construction for approximately four billion dollars. These projects included roadway widening, new construction, bridge replacements, intersection improvements, sidewalk replacements, resurfacing and pavement preservation projects. From the analysis it was determined that 880, forty-eight percent, finished later than the original contract completion date. These project finished on average forty-five days past the established completion date.

The most current year, 2015, was also analyzed to determine if construction projects were still trending the same way as the last five years. In 2015, a total of 337 projects were let out to contractors for construction for a total of seven hundred million dollars. See Appendix F for this data. The types of projects are the same as have been let in the last five years. From this research, it was determined that 99, twenty-nine percent, of projects finished behind schedule. On average, these projects finished 15 days beyond the original completion date.



Year	Total Number of Projects	Number of Projects Completed Beyond Original Completion Date	Percentage Completed Beyond Completion Date
2010 - 2015	1849	880	48%
2015	337	99	29%

Table 1: Construction Project Delivery Comparison (2010 -2015 v. 2015)

From Table 1 a conclusion can be made that improvements in project delivery are already under way and evident by the decrease in the number of projects that are finished beyond the original schedule by comparing the last five years data with the data from 2015. This is a direct result of the Department placing more emphasis on the importance of finishing projects on time. The surveys, utility relocation procedures, and the SiteManager data support this theory. It can be assumed that over the next five years, the numbers will decrease at a steady rate.

### Implementation Plan

An implementation plan to improve construction project delivery mainly encompasses around ensuring that the field construction engineers have the right resources to complete the projects. Action steps to complete the goal include scheduling Design Field Reviews with appropriate personnel to ensure that potential constructability issues may be addressed prior to the contract going to bid. Also, more consequences are need for utility companies who choose not to cooperate with the Department when a construction project will be impacted by the utility's facilities. Finally, the way that construction engineers administer projects is being evaluated by the Department to determine if there are more tools that can be used to have better results for project delivery.

The timeframe for this implementation plan is an ongoing process. The practices used to improve project delivery are already ongoing and will continue to improve as time passes. The cost associated with this plan is negligible with the exception of utility relocations. A recommendation to the Utility Department within SCDOT would be to re-write the Utilities Accommodation Manual to include penalties if utility are not relocated within a reasonable time frame. These penalties can include affecting a utility to get future encroachment permits from the Department for new utilities and monetary fines if utilities are not moved and delay construction projects.

Altering the utility accommodations will be the biggest obstacle the Department faces in improving project delivery. Requiring the utility company to be more responsive and responsible for their facilities will require many different parties to make changes to their policies and procedures. Cooperation will be a joint effort between SCDOT and the utility companies. Currently, the statewide Utility Coordination Committee (UCC) meets on a quarterly basis to discuss current issues among utility companies and other entities. One goal of SCDOT is to bring the utility relocation conflicts to a forefront with the utility company to better understand the issues that the Department faces during construction projects. Implementation of a procedure to follow during utility coordination/relocation is a goal of this committee.

Currently, Resident Construction Engineers are evaluated and scored on how well projects are delivered. They are rated on project costs, time, quality management, and project closeout. The Department has formed a Project Delivery Committee to review these evaluations and determine ways to help the engineers deliver projects in a more effective

manner. This will include revamping the way that these engineers are being evaluated. The key stakeholders in this process will be both SCDOT upper management and the Resident Construction Engineers.

### **Evaluation Method**

A plan to evaluate the solution provided in this research includes several parts. Two follow up surveys will be sent to the same Preconstruction and Construction groups in December 2016 to determine if project delivery has made any improvements given SCDOT's new initiative of delivering projects in a timelier manner and within the original budget. The group will be surveyed on the effectiveness of the Design Field Reviews since the time of the first survey. A year's time will have passed since the original survey. The field construction engineers will also be surveyed on improvements to project delivery since the time of their first survey. It is anticipated by this time that changes will have been made to the way projects are administered and will result in a more efficient and effective way to manage construction projects.

An analysis will also be done to evaluate utility coordination and relocations to determine if any improvements have been made in project delivery in this area. It is anticipated that more open communications with the utility companies will greatly improve the timeframe it takes to have utilities relocated. A mid-year review is planned for construction projects with utility relocations to determine the process of locations and obstacles that the field construction office faces.



Another review of construction projects will be conducted at the end of 2016 to determine the percentage of projects that finish beyond the completion date or over the original contract amount. This data will be used to determine if the changes implemented within construction project milestones has an effect on project delivery.

### **Summary and Recommendations**

In conclusion, the Department has already begun to make some initial improvements to project delivery since it became an initiative in early 2015. Both Preconstruction and Construction staff recognize the importance of having a complete set of plans at time of the monthly contractor letting. It is imperative that both groups work together to ensure a smother delivery of projects. By doing this, projects are more likely to finish within the allotted timeframe and on budget. Efforts should also continue to be made with relocating utilities that are in conflict with the proposed construction projects. This can be done by both SCDOT and the utility company understanding the importance of timely relocation and the impact it can have on a construction project. Finally, a constant evaluation of project completion dates using SiteManager data will also indicate a trend in project delivery. It will be able to identify the number of projects that are finishing after the original completion date and will provide the South Carolina Department of Transportation a good indicator of areas that need improvement to enhance project delivery. All of these initiatives and internal improvements will ensure that SCDOT's project delivery will improve drastically over the coming years.

# Appendix A



South Carolina  
Department of Transportation

Deputy Secretary for Engineering  
Christy A. Hall, P.E.  
Phone: (803) 737-7900 Fax: (803) 737-5053

# MEMORANDUM

TO: Todd Anderson, Interim Director of Traffic Engineering  
Herbert Cooper, Administrator of Local Program Administration  
Jim Feda, Director of Maintenance  
Lynsee Gibson, Director of Program Controls Division  
Brian Keys, Director of Right of Way  
Mitchell Metts, Director of Preconstruction  
Todd Steagall, Director of Construction  
Randy Williamson, Director of Environmental  
Brian Jones, DEA for District One  
Kevin McLaughlin, DEA for District Two  
Steve Gwinn, DEA for District Three  
John McCarter, DEA for District Four  
Kyle Berry, Interim DEA for District Five  
Robert Clark, DEA for District Six  
Jo Ann Woodrum, DEA for District Seven

VIA: Thad Brunson, Chief Engineer for Field Operations  
Leland Colvin, Chief Engineer for Operations  
Ron Patton, Chief Engineer for Location and Design

FROM: Christy A. Hall, P.E., Deputy Secretary for Engineering

DATE: January 7, 2015

RE: Division Goals for State Fiscal years 2014/2015 and 2015/2016

As we begin 2015, one of our key tasks for the year will be the implementation and execution of Secretary Oakley's Strategic Direction. Accordingly, the Engineering Leadership Team has identified a few specific goals that our Division will focus on over the next several budget years in support of the Secretary's vision. Each and every employee within the Division plays a role in helping us achieve success on meeting these Division Goals. As such, unit managers should be mindful of the Division Goals and incorporate items into the development and implementation of each unit's Business Plan. Each unit manager will need to assess where they can have the most influence in helping us achieving these goals and incorporate the appropriate items into your unit's Business Plans. While I encourage unit managers to keep their Business Plans narrowly focused, all units are expected to have items in their Business Plans relating to Safety, Customer Service, and Workforce Development.

Chief Engineers Brunson, Colvin, and Patton will be providing specific guidance and expected timelines on Business Plan submittals within their respective areas. However, our Division should target having all units' Business Plans in place by March 1, 2015, with a go-live date of March 31, 2015.

I thank you for your dedication and commitment to advancing our mission and I am looking forward to reporting our progress towards obtaining these Divisional Goals.





## **Engineering Division Goals for SFYs 14/15 & 15/16**

### **"Vital Few"**

#### **1. Improve Safety**

- a. Reduce SCDOT fleet vehicle accidents by 10 percent.
- b. Reduce employee injuries by 5 percent.
- c. Reduce the rural traffic fatality rate by 7 percent annually by implementing a targeted "run-off-the-road program" for our rural interstate, primary, and secondary routes.

#### **2. Preserve Our Transportation Infrastructure**

- a. Reduce the number of structurally deficient bridges on the state highway system by 5 percent.
- b. Increase rate of pavements in good and fair condition on the primary system by 5 percent.

#### **3. Optimize Mobility**

- a. Reduce the user costs associated with the load restricted bridges by 10 percent.
- b. Create a prioritized list of each urban area's top 5 most congested corridors and develop an improved mobility plan.
- c. Improve clearance time of incidents on the interstate system by 5 percent.

#### **4. Enhance a Strengthened Economy**

- a. Reduce the number of days to decision for 80 percent of encroachment permit requests to less than 30 days.
- b. Develop and implement a plan to establish DBE/SBE goals on professional service contracts.

### **Areas of Emphasis for Management**

#### **1. Customer Service**

- a. All Engineering units shall have at least one customer service improvement goal included in their business plans.
- b. Every employee completes customer service training every 3 years.

#### **2. Performance**

- a. 95 percent of projects are closed out within 270 days.
- b. Construction projects are completed within 3 percent of original budget during each calendar year.
- c. Increase system health score by 5 percent.

#### **3. Project Delivery**

- a. 75 percent of right of way is authorized on schedule.
- b. 75 percent of construction is authorized on schedule.
- c. 50 percent of construction projects completed on schedule.

#### **4. Workforce Development**

- a. Close the gap between vacancy rate and funded rate to less than 8 percent.
- b. Cross train 10 percent of our workforce.

## Appendix B



Upgrade to get meaningful results: View all your responses and get powerful analysis. [View Pricing](#) →

## Plan Review/DFRs

Summary

Design Survey

Collect Responses

Analyze Results

## CURRENT VIEW

[+ FILTER](#)[+ COMPARE](#)[+ SHOW](#)

## No rules applied

Rules allow you to **FILTER**, **COMPARE** and **SHOW** results to see trends and patterns. [Learn more](#) »

## SAVED VIEWS (1)



Original View (No rules applied)

[+ Save as...](#)

## EXPORTS

## SHARED DATA

## No shared data

Sharing allows you to share your survey results with others. You can share all data, a saved view, or a single question summary. [Learn more](#) »

[Share All](#)

RESPONDENTS: 66 of 66

[Export All](#)[Share All](#)

Question Summaries

Data Trends

Individual Responses

[All Pages](#)

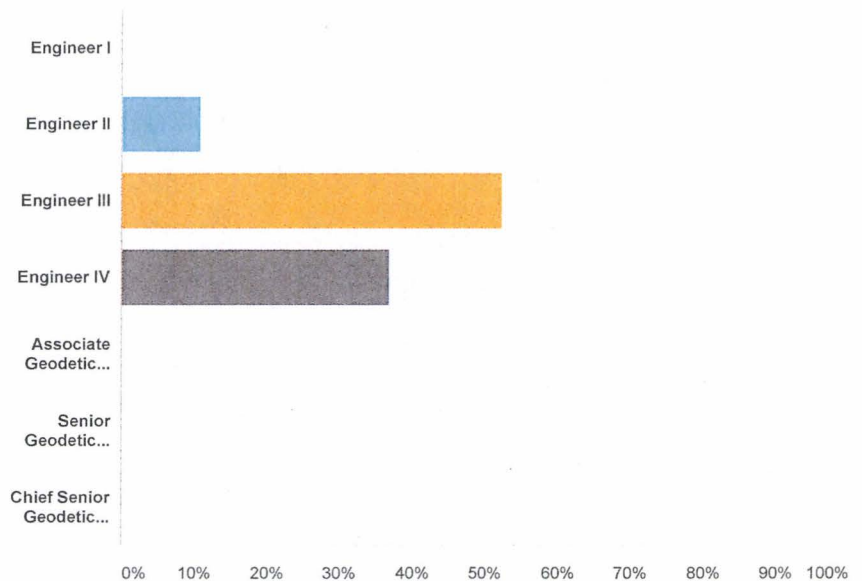
PAGE 1

Q1

[Customize](#)[Export](#)

## What is your current position within SCDOT?

Answered: 65 Skipped: 1

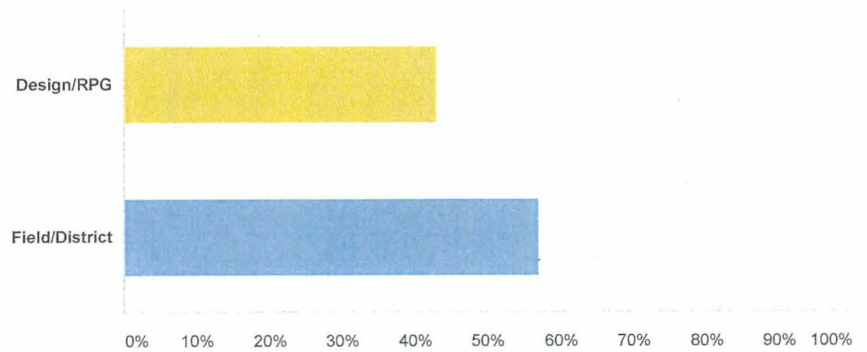


Answer Choices	Responses
▼ Engineer I	0.00% 0
▼ Engineer II	10.77% 7
▼ Engineer III	52.31% 34
▼ Engineer IV	36.92% 24
▼ Associate Geodetic Technician	0.00% 0
▼ Senior Geodetic Technician	0.00% 0
▼ Chief Senior Geodetic Technician	0.00% 0
Total	65
Comments (7)	



## Do you currently perform design work in a RPG or work in the field?

Answered: 65 Skipped: 1



Answer Choices	Responses	
▼ Design/RPG	43.08%	28
▼ Field/District	56.92%	37
Total		65
Comments (5)		

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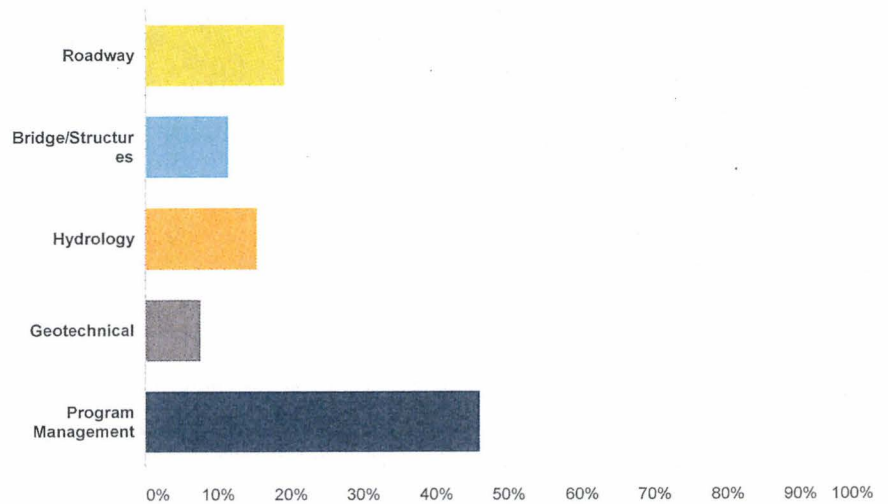
Q3

Customize

Export

## If you answered "Design/RPG", what part of the RPG do you work in?

Answered: 26 Skipped: 40



Answer Choices	Responses	
▼ Roadway	19.23%	5
▼ Bridge/Structures	11.54%	3
▼ Hydrology	15.38%	4
▼ Geotechnical	7.69%	2
▼ Total		26
Comments (3)		

Answer Choices	Responses
Program Management	46.15% 12
Total	26
Comments (3)	

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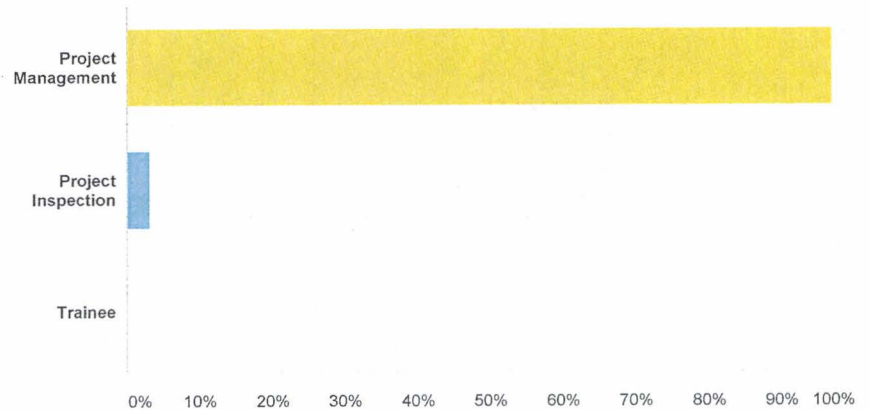
Q4

Customize

Export

**If you work in the field, what are your primary duties for construction projects?**

Answered: 33 Skipped: 33



Answer Choices	Responses
Project Management	96.97% 32
Project Inspection	3.03% 1
Trainee	0.00% 0
Total	33
Comments (11)	

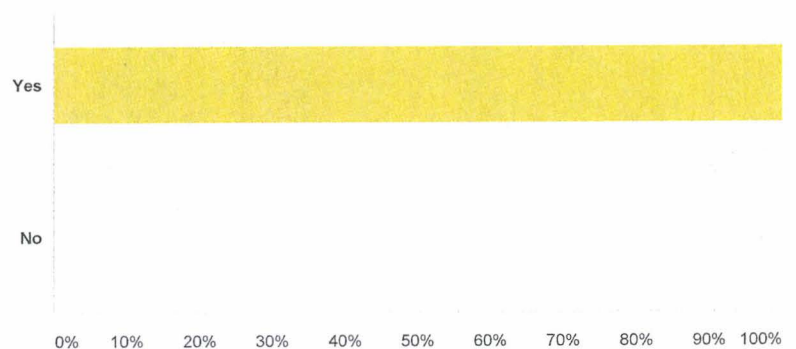
Q5

Customize

Export

**Have you ever participated in Design Field Reviews (DFR) prior to projects being let?**

Answered: 66 Skipped: 0



Answer Choices	Responses	
Yes	100.00%	66
No	0.00%	0
Total		66

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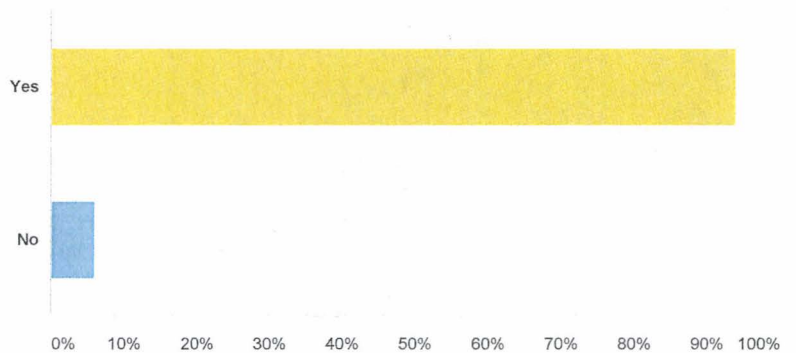
Q6

Customize

Export

**If yes to Question #6, were plans provided to you before the reveiw was conducted?**

Answered: 65 Skipped: 1



Answer Choices	Responses	
Yes	93.85%	61
No	6.15%	4
Total		65
Comments (7)		

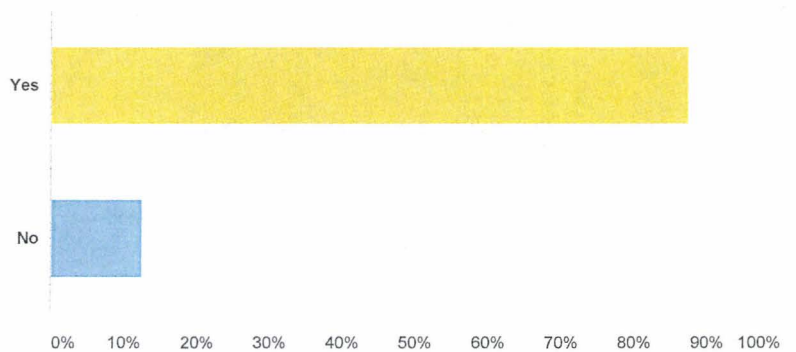
Q7

Customize

Export

**Were you given enough time to review the plans prior to the DFR? If not, how much time is needed to review the plans prior to the DFR?**

Answered: 64 Skipped: 2



Answer Choices	Responses	
▼ Yes	87.50%	56
▼ No	12.50%	8
Total		64
<a href="#">Comments (21)</a>		

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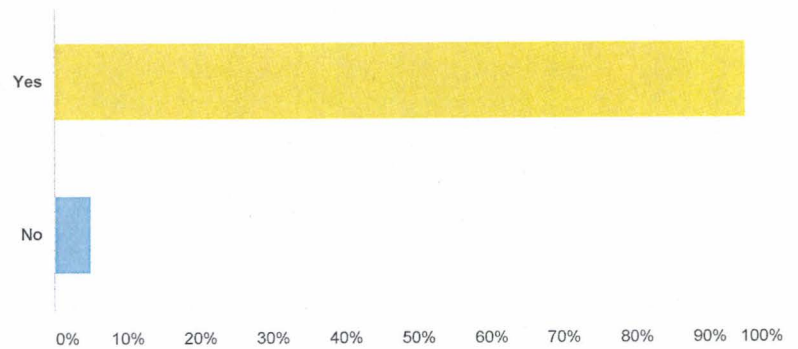
Q8

[Customize](#)

[Export](#)

**Were any comments/concerns/observations made by you at the DFR included in the plans? If you answered no, please explain why it was not included in the plans.**

Answered: 60 Skipped: 6



Answer Choices	Responses	
▼ Yes	95.00%	57
▼ No	5.00%	3
Total		60
<a href="#">Comments (10)</a>		

Q9

[Customize](#)

[Export](#)

**What types of projects benefit from scheduling this review?**

Answered: 49 Skipped: 17

Intersection Improvement

Widening

Bridge Replacement

Enhancement

Sidewalk

Answer Choices	Responses	
▼ Intersection Improvement	48.98%	24
▼ Widening	28.57%	14
▼ Bridge Replacement	20.41%	10
▼ Enhancement	2.04%	1
▼ Sidewalk	0.00%	0
Total		49
Comments (41)		

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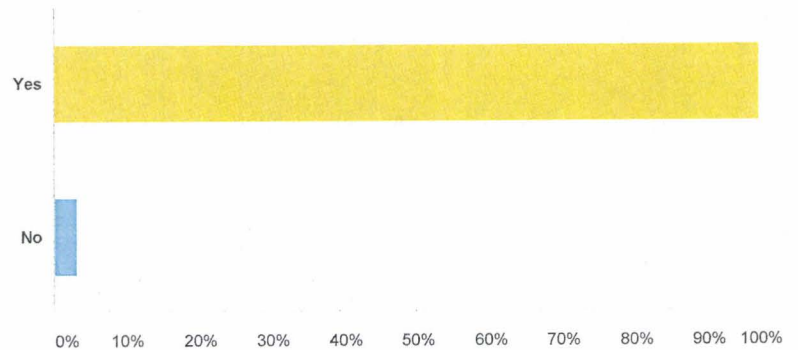
Q10

Customize

Export

**In your opinion, are DFRs beneficial in improving project delivery for SCDOT construction projects? Use the comment section to provide any further comments on the DFR process.**

Answered: 64 Skipped: 2



Answer Choices	Responses	
▼ Yes	96.88%	62
▼ No	3.13%	2
Total		64
Comments (30)		

### Question #2 Comments

Bridge foundations, ERS, roadway embankments

12/9/2015 8:19 AM [View respondent's answers](#)

Predominantly review design and construction plans.

12/7/2015 3:14 PM [View respondent's answers](#)

District Construction Engineer, District Maintenance Engineer, District Bridge Engineer

12/7/2015 12:02 PM [View respondent's answers](#)

RCE

12/7/2015 9:48 AM [View respondent's answers](#)

ARCE

12/7/2015 8:16 AM [View respondent's answers](#)

### Question #3 Comments (3)

I am in Bridge Construction Office

12/7/2015 9:06 AM [View respondent's answers](#)

Design Manager

12/7/2015 8:35 AM [View respondent's answers](#)

Design Manager

12/7/2015 7:46 AM

### Question #4 Comments (11)

DCE- primarily field questions and concerns with construction projects from the RCE's and Contractor Management

12/8/2015 10:21 AM [View respondent's answers](#)



Resident Construction Engineer

12/7/2015 2:53 PM [View respondent's answers](#)

N/A

12/7/2015 2:34 PM [View respondent's answers](#)

ARCE

12/7/2015 2:09 PM [View respondent's answers](#)

Utility Coordination

12/7/2015 10:40 AM [View respondent's answers](#)

RCE

12/7/2015 9:49 AM [View respondent's answers](#)

ARCE

12/7/2015 9:20 AM [View respondent's answers](#)

Resident Construction Engineer

12/7/2015 9:06 AM [View respondent's answers](#)

ADTE, previously ADCE

12/7/2015 8:32 AM [View respondent's answers](#)

RCE

12/7/2015 7:38 AM [View respondent's answers](#)

Traffic Engineer

12/6/2015 9:04 PM [View respondent's answers](#)

#### **Question #6 Comments (7 Responses)**

most of the time

12/21/2015 2:34 PM [View respondent's answers](#)

Most of the time. I have attended some that just handed out plans at the meeting.

12/16/2015 8:51 AM [View respondent's answers](#)

I have been in both situations where plans were provided before and when we received them onsite.

12/9/2015 7:10 AM [View respondent's answers](#)

majority of the time the plans are sent to us but on occasion they are not a full set as the ones the RPG's bring to field review.

12/8/2015 10:29 AM [View respondent's answers](#)

Most of the time we have to request a set, but we do get the most recent copy of the plans prior to attending the DFR.

12/7/2015 2:10 PM [View respondent's answers](#)

Sometimes

12/7/2015 10:41 AM [View respondent's answers](#)

Not a full set. Normally we don't see traffic control or staging.

12/7/2015 9:00 AM [View respondent's answers](#)

#### **Question #7 Comments (21 responses)**

usually

12/21/2015 2:34 PM [View respondent's answers](#)

I have most of the time been given 2+ weeks to review DFR plans

12/16/2015 8:51 AM [View respondent's answers](#)

two weeks

12/10/2015 4:05 PM [View respondent's answers](#)

Typiically a few days prior.

12/9/2015 8:25 AM [View respondent's answers](#)

Typically, sufficient time is provided.

12/9/2015 7:10 AM [View respondent's answers](#)

For the most part we are given enough time to review...usually need around 30 days to make a good review of plans.

12/8/2015 10:29 AM [View respondent's answers](#)

1-2 weeks

12/8/2015 8:17 AM [View respondent's answers](#)

The issues is finding time for review however it is very important to conduct the review.

12/7/2015 3:14 PM [View respondent's answers](#)

I feel two weeks is a minimum for getting a copy of the plans to review. This allows the RCE some time to fit some plan review of his own into his schedule and even visit the site prior to the field review.

12/7/2015 2:57 PM [View respondent's answers](#)

We do our best to send out DFR plans to all invited personnel 2 weeks-10 days prior to the meeting.

12/7/2015 2:38 PM [View respondent's answers](#)

Most of the time plans are provided well in advance of the DFR. Sometimes its difficult to make time to review them prior to the field review with the rest of the duties we have to perform as an RCE.

12/7/2015 2:27 PM [View respondent's answers](#)

More than a day

12/7/2015 12:08 PM [View respondent's answers](#)

Project Dependent, also RPG Program Manager dependent.

12/7/2015 12:03 PM [View respondent's answers](#)

Generally a week or two should suffice pending our current work schedule.

12/7/2015 9:49 AM [View respondent's answers](#)

I like to provide plans 2 weeks prior, but usually people won't review until just before the date, if at all.

12/7/2015 9:18 AM [View respondent's answers](#)

A couple weeks before.

12/7/2015 9:00 AM [View respondent's answers](#)

Never felt like enough time to fit around normal duties.

12/7/2015 8:43 AM [View respondent's answers](#)

2 Weeks

12/7/2015 8:32 AM [View respondent's answers](#)

10 working days

12/7/2015 7:47 AM [View respondent's answers](#)

Approx. 1 month prior to allow time for utilities to provide any as-builts they may have to be considered. Particularly wet utilities.

12/7/2015 7:47 AM [View respondent's answers](#)

Sometimes only a few days were provided. Need at least 7 to 10 to have time to fit in schedule.

12/7/2015 7:19 AM [View respondent's answers](#)

#### Question #8 Comments (10)

Not sure why.

12/8/2015 8:52 AM [View respondent's answers](#)

There have been times where some of the comments did generate changes to the plans but quantities were not adjusted correctly.

12/7/2015 3:14 PM [View respondent's answers](#)

Typically either Road or Program Management will compile a list of comments provided at the DFR and share with all attendees following the DFR. The PM and design team then confirm what recommendations must be incorporated into the final R/W or Construction plans.

12/7/2015 2:40 PM [View respondent's answers](#)

One of the primary problems with the DFR is we usually do not have pay quantities available for review, as well as some sections of the plans, such as traffic signals. Not having the quantities available doesn't allow us to catch missed quantities until its too late and the project is let. Often the DFR is scheduled early at a conceptual stage, and we do not receive a follow-up more complete set of plans for review prior to the letting.

12/7/2015 2:30 PM [View respondent's answers](#)

90% of the time they are. There have been communication failures in the past.

12/7/2015 10:43 AM [View respondent's answers](#)

I haven't been to a DFR yet in which the field personnel didn't add something or need something clarified.

12/7/2015 9:52 AM [View respondent's answers](#)

Usually, but without the estimated quantities it was difficult to catch missing pay items or not if insufficient quantities relative to the known on-site conditions.

12/7/2015 8:47 AM [View respondent's answers](#)

My experience has been that some comments have resulted to plan changes, while some have not. Usually, those that have not led to changes are because the design engineer had a different opinion.

12/7/2015 8:40 AM [View respondent's answers](#)

Follow all recommendations up with email. Preferences may be hard to accomodate in the design.

12/7/2015 7:48 AM [View respondent's answers](#)

Sometimes yes and sometimes no. There were quantities requested that were not included on the plans and those quantities over ran on the project. Other times items were noted or quantities added.

12/7/2015 7:41 AM [View respondent's answers](#)

#### Question #9 Comments (41)



will only let me check one but all plans benefit from DFR

12/21/2015 2:35 PM [View respondent's answers](#)

And Widening, Bridge Replacements. Enhancements are also good since so many of the players involved have different visions of what is being done.

12/16/2015 8:52 AM [View respondent's answers](#)

We have found that items such as drainage has to be moved in addition to some items being left off the plans. As such, these reviews provide an opportunity to help ensure that everything has made it on.

12/15/2015 4:18 PM [View respondent's answers](#)

all do.

12/10/2015 4:05 PM [View respondent's answers](#)

All projects (could only select one). Bridge replacement the least

12/9/2015 4:10 PM [View respondent's answers](#)

Mostly widening, however sometimes bridge

12/9/2015 8:27 AM [View respondent's answers](#)

All projects benefit, it is our opportunity to review the design in the field and determine whether there are any constructability issues or changes on site.

12/9/2015 7:24 AM [View respondent's answers](#)

All types of projects benefit from a DFR

12/9/2015 7:13 AM [View respondent's answers](#)

All types of construction projects of various size and scope benefit from this review. Landscape/beautification projects would be an exception.

12/8/2015 3:24 PM [View respondent's answers](#)

All the above!

12/8/2015 10:30 AM [View respondent's answers](#)

intersection improvement, bridge replacement, widening, new road construction

12/8/2015 9:21 AM [View respondent's answers](#)

All projects benefit

12/8/2015 8:52 AM [View respondent's answers](#)

All options listed

12/8/2015 8:17 AM [View respondent's answers](#)

Most all project need a DFR

12/7/2015 3:14 PM [View respondent's answers](#)

Every project should receive a DFR.

12/7/2015 2:58 PM [View respondent's answers](#)

All projects benefit from this meeting.

12/7/2015 2:58 PM [View respondent's answers](#)

All of the above

12/7/2015 2:48 PM [View respondent's answers](#)

All of the ones listed

12/7/2015 2:42 PM [View respondent's answers](#)

We provide DFR's on all projects.

12/7/2015 2:40 PM [View respondent's answers](#)

All of the above. It would only let me select one.

12/7/2015 2:30 PM [View respondent's answers](#)

Just selected the first one but think all projects benefit from someone from construction attending the DFR.

12/7/2015 2:12 PM [View respondent's answers](#)

Intersection Improvement, Widening and Bridge Replacement all benefit from DFRs

12/7/2015 12:43 PM [View respondent's answers](#)

They all benefit to different degrees. The larger the project the more time is needed to properly go over the site.

12/7/2015 12:06 PM [View respondent's answers](#)

All.

12/7/2015 10:43 AM [View respondent's answers](#)

All projects benefit from a DFR

12/7/2015 10:40 AM [View respondent's answers](#)

All the above.

12/7/2015 10:05 AM [View respondent's answers](#)

All projects benefit from soliciting input from the field. Best to have designers and field personnel present.

12/7/2015 9:52 AM [View respondent's answers](#)

Any complex project could benefit from this review as various staff will have input that is part of his/her expertise that may not necessarily be part of another's expertise (i.e. design group compared to district construction personnel).

12/7/2015 9:25 AM [View respondent's answers](#)

Intersection Improvement, widening, sidewalk, enhancement.

12/7/2015 9:23 AM [View respondent's answers](#)

All project benefit, but it would only let me select one.

12/7/2015 8:54 AM [View respondent's answers](#)

I Can't seem to check more than one box. But I'd say all of these project types benefit from a review.

12/7/2015 8:50 AM [View respondent's answers](#)

ALL PROJECTS BECAUSE SEVERAL ITEMS ARE MISSED ON ALL PROJECTS

12/7/2015 8:49 AM [View respondent's answers](#)

essentially most projects, other than resurfacing, have benefited from design reviews.

12/7/2015 8:47 AM [View respondent's answers](#)

I think that all projects have the potential to benefit if the participants from the field are experienced and given enough time to review the plans prior to the DFR.

12/7/2015 8:40 AM [View respondent's answers](#)

All projects can benefit from a DFR if the appropriate employees are involved.

12/7/2015 8:37 AM [View respondent's answers](#)

Intersection, widening, bridge replacement

12/7/2015 8:33 AM [View respondent's answers](#)

All projects could benefit

12/7/2015 8:10 AM [View respondent's answers](#)

all of the above

12/7/2015 7:48 AM [View respondent's answers](#)

All of the Above

12/7/2015 7:41 AM [View respondent's answers](#)

also intersections and bridge projects

12/7/2015 7:20 AM [View respondent's answers](#)

All the above

12/7/2015 7:02 AM [View respondent's answers](#)

#### **Question #10 Comments (30)**

Yes, it is usually the first time everyone gets to see a set of plans from all disciplines unless there is a concept plan review. This should also be the time where major factors in the project delivery (utilities, cost, r/w, environmental, etc.) should be discussed so that proper changes/actions can happen early on in the project development process to prevent major changes later on.

12/17/2015 10:32 AM [View respondent's answers](#)

I could not imagine all of the issues that we would have on a project if we did not have DFR's.

12/16/2015 8:53 AM [View respondent's answers](#)

Any time that all parties involved (from design to construction) can meet together to help deliver a project will continue to help aid a more effective and efficient project. Thanks!

12/15/2015 4:20 PM [View respondent's answers](#)

Dfr's are beneficial if the comments made during the dfr are incorporated into the plans. Sometimes dfr may be performed in-house or in the office and field visit may not be necessary.



12/10/2015 4:07 PM [View respondent's answers](#)

Yes, for geotech it helps after preliminary analyses were performed and slopes may need to change b/c of ROW or slopes not meeting the minimum requirements. Projects with walls are analyzed preliminarily to determine if the wall can be used or if other methods such as tightening up the slopes is a better alternative.

12/9/2015 8:33 AM [View respondent's answers](#)

DFRs and scoping meetings are very important to improving project delivery. However, some times comments or suggestions that are made in the field at a DFR are not incorporated into the plans. It would be helpful to have comments still submitted formally (in writing) as a follow up to the DFR. Lots of times the quality of the comments recieved in the field depend upon who on the team served as the notetaker and the detail that they noted on the plans. Some comments are made at the site but not to the note taker and never make it into the revised plans following the DFR. If a formal plan review tracking system was utilized similar to what we are using for encroachment permits, then this would benefit the department in multiple functions. Not only would it require a formal collection of comments and closure of the comment period, but it would also help to monitor the amount of time and resources that are being committed to these efforts. This would be especially helpful in those projects being developed by local governments where SCDOT is serving in a technical advisory role and participating in plan review, scoping and DFRs.

12/9/2015 7:29 AM [View respondent's answers](#)

I think the Preliminary Design DFR with the 13 Controlling factors should be considered the most important as everything from there forward will be based on that approved design.

12/8/2015 11:06 AM [View respondent's answers](#)

Absolutely! Projects with a set of good plans that stem from an in-depth field review minimizes "extra work change orders" thus reducing time extensions and cost overruns. Ensuring that all items of work are included in the original set of plans gives us the best prices since they are competitively bid. Field reviews also identifies utilities that may have been missed during original survey or were installed under encroachment permit after survey.

12/8/2015 10:56 AM [View respondent's answers](#)

Yes, Issues can be resolved easier prior to going to contract.

12/8/2015 8:53 AM [View respondent's answers](#)

The process of the DFR allow for the feild inspection and management can give input of issues that are similiar which they have had to overcome in the past. It is very important for the discuss of driveways and drainage which may not have been fully captured in the survey. It also allows for the field to give input on the constructability of the project and address traffic control needs.

12/7/2015 3:17 PM [View respondent's answers](#)

Review by field personnel can contribute greatly to addressing issues that have not been covered in the plans not the least of these is constructability. It also is a chance for the RCE to address various work items that need to be added to the project as well as quantity adjustments on work items already identified in the plans. A DFR can be a vital step in keeping a project within budget and delivering the final product on time.

12/7/2015 3:04 PM [View respondent's answers](#)

This is a great time to get Construction and Maintenance input on the design.

12/7/2015 2:49 PM [View respondent's answers](#)

Everything is dependent upon the review of each attendee. Project delivery could be improved if all invitees to the DFR provided a thorough review of DFR plans and again with the R/W plans when distributed for quality control prior to the RW obligation. Any problems or conflicts should be identified and improvements recommended during the R/W phase of the project. We have had many experiences of various sections not identifying problems (R/W & Environmental impacts, traffic operations, constructability, etc.) until just before construction obligation when time is not available to make the changes without delaying the Letting.

12/7/2015 2:48 PM [View respondent's answers](#)

Yes, they are beneficial, but there can be improvements to the process. -As mentioned in an earlier question, most DFR's I have been on were at a conceptual stage of the project. We don't have quantities to review, and are missing whole sections of the plans. We often don't receive follow-up plans to review when they are complete. Not being allowed to review these can lead to quantities being left out of the bid package and causes change orders. -Sometimes the design concept changes drastically after the first DFR, and it would be beneficial to have a 2nd DFR to properly evaluate the changes in the plans. -Plans designed by certain groups very greatly in quality. Plans received from the Safety Group are often very incomplete, and missing many pay quantities. I have had change orders on these projects as high as 25-30% of the bid project value due to missing quantities. I have not had DFR's on most of the Safety projects. -Most of the time Designers in the RPG's and with Consultants have not had a lot of field construction experience. The DFR allows all parties to meet on-site to see the field conditions and allow the field office to provide their input into the design to make it more constructible. -As mentioned by your questions, make sure enough time is allowed to review the plans prior to the DFR. Designers may spend weeks or months on a design, or longer on large projects. It's unreasonable to assume an RCE can review a full set of plans in a couple days along with their other responsibilities and be able to provide any useful information at the DFR.

12/7/2015 2:47 PM [View respondent's answers](#)

We need more time on the larger projects. A one afternoon walk through is fine on a small project but the bigger widening and bridge projects need to divide the meetings into sections of the project.



12/7/2015 12:08 PM [View respondent's answers](#)

DFR are typically beneficial when all relevant parties are present. Typically, however this is not the case, as it is nearly impossible to get all parties present without schedule conflicts.

12/7/2015 12:05 PM [View respondent's answers](#)

It is definitely beneficial. I believe my comments are taken seriously and adjustments are made. The only drawback is that I don't always have enough time to review the plans as much as I would like to.

12/7/2015 10:09 AM [View respondent's answers](#)

DFR's are a good thing. In my experience projects that have not had a DRF prior to letting will usually have more change orders and field changes that slow down the project. These also allow the field personnel to analyze the quantities and line items to ensure we have enough of everything.

12/7/2015 9:59 AM [View respondent's answers](#)

It really depends on the project, some simple projects in rural areas, the DFR is really a waste of time. The more complex the project is, usually, the more beneficial the meeting is. Also, it is challenging to get district staff to take the time to review the plans ahead of the meeting. Many times, the first time that they look at the plans is at the DFR meeting. Then, the productivity of the meeting and the comments are limited.

12/7/2015 9:51 AM [View respondent's answers](#)

In terms of quality plans, I think they are beneficial. In terms of timely delivery, I'd say this step can hold up production as it's an extra step of coordination, review, and updates. That being said, I think these reviews are ONLY beneficial when participants come prepared to discuss the project. It's obvious when someone arrives at a DFR that is reviewing the plans for the first time. This wastes other's time as we wait at the project location. For many projects, one (or more) groups will not have anything to add to the conversation and just come to make sure no one else's comments affect their work. All in all, I think they are beneficial. I would suggest management place an emphasis on being prepared for DFR's.

12/7/2015 9:35 AM [View respondent's answers](#)

Yes, I believe they are beneficial. Coming from Construction, we make sure there are not constructability issues as well as make sure all of the pay items needed for construction make it into the plans. This could be done on routine plan reviews, however, in the field you may see things that you might not necessarily catch looking on a set of plans by physically walking the project. In my opinion, a DFR is helpful if there are a lot of utility involvement and/or relocations. From the construction side, we try to eliminate future change orders or project overruns.

12/7/2015 9:33 AM [View respondent's answers](#)

Reviews in concept are a great idea and essential to the development of plans. But process and effectiveness seems to be where improvements may be needed.

12/7/2015 8:55 AM [View respondent's answers](#)

Always.

12/7/2015 8:47 AM [View respondent's answers](#)

Project DFRs are beneficial if the appropriate employees are involved and have adequate time to review the plans in advance of the meeting. This is an opportunity flush out any constructability issues that could be addressed during the design phase.

12/7/2015 8:40 AM [View respondent's answers](#)

Yes, as long as plenty of information is provided beforehand with plenty of review time before the DFR.

12/7/2015 8:34 AM [View respondent's answers](#)

DFR's allow design staff the opportunity to view right of way impacts first hand so that modifications can be made before the acquisition process begins. Also, it gives construction the opportunity to provide input on constructability before final plans are prepared. Unfortunately, this does not always occur.

12/7/2015 8:16 AM [View respondent's answers](#)

From the field aspect of construction we out in the field will have some knowledge of the area and can give better insight in designing the area on what may or may not work.

12/7/2015 8:15 AM [View respondent's answers](#)

DFRs are beneficial in order for design staff to provide all items needed to construct AND maintain the project. We rely on the field engineers' input. They have the expertise to ensure the project is constructable and also is maintainable. Their input is very important to ensure the PS&E package is complete in order to minimize changes required during construction.

12/7/2015 7:58 AM [View respondent's answers](#)

For utilities, no.

12/7/2015 7:48 AM [View respondent's answers](#)

I believe that DFRs are beneficial. They allow District Staff to have an input on projects that will be their responsibility to oversee. This process brings possible issues to light prior to letting a project, which in turn has the potential to save the SCDOT dollars for future use.

12/7/2015 7:47 AM [View respondent's answers](#)



# Appendix C



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## Construction Project Delivery

Summary

Design Survey

Collect Responses

Analyze Results

### CURRENT VIEW

[+ FILTER](#)[+ COMPARE](#)[+ SHOW](#)

### No rules applied

Rules allow you to **FILTER**, **COMPARE** and **SHOW** results to see trends and patterns. [Learn more](#) »

### SAVED VIEWS (1)



Original View (No rules applied)

[+ Save as...](#)

### EXPORTS

### SHARED DATA

### No shared data

Sharing allows you to share your survey results with others. You can share all data, a saved view, or a single question summary. [Learn more](#) »

[Share All](#)

RESPONDENTS: 27 of 27

[Export All](#)[Share All](#)Question  
SummariesData  
TrendsIndividual  
Responses[All Pages](#)

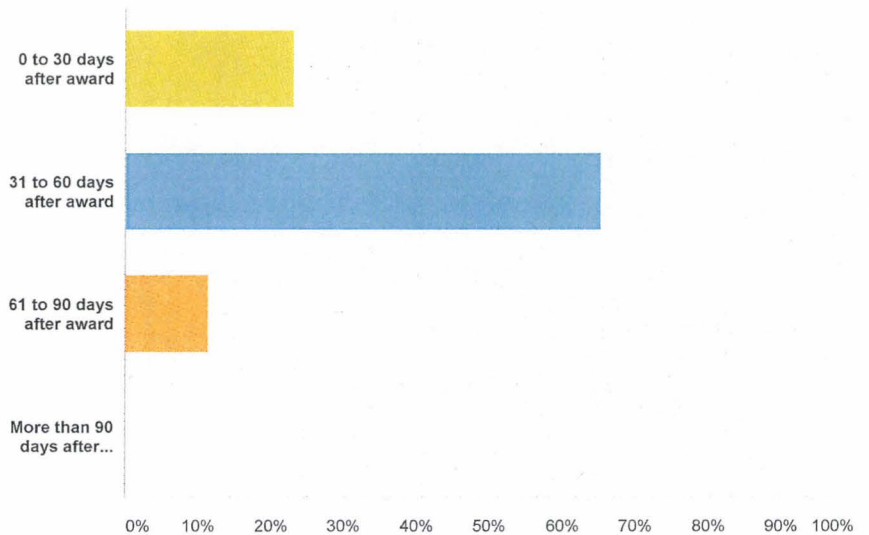
PAGE 1

Q1

[Customize](#)[Export](#)

### After award of a project, what is the average duration before a preconstruction conference is held?

Answered: 26 Skipped: 1



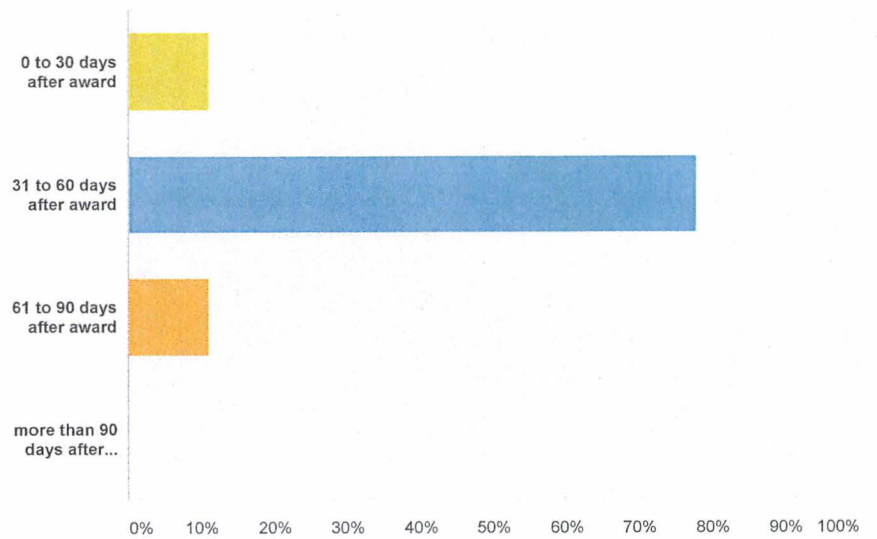
Answer Choices	Responses
0 to 30 days after award	23.08% 6
31 to 60 days after award	65.38% 17
61 to 90 days after award	11.54% 3
More than 90 days after award	0.00% 0
Total	26
Comments (11)	

Q2

[Customize](#)[Export](#)

On average, how many days after award is the Notice to Proceed issued?

Answered: 27 Skipped: 0



Answer Choices	Responses	
▼ 0 to 30 days after award	11.11%	3
▼ 31 to 60 days after award	77.78%	21
▼ 61 to 90 days after award	11.11%	3
▼ more than 90 days after award	0.00%	0
Total		27
<a href="#">Comments (8)</a>		

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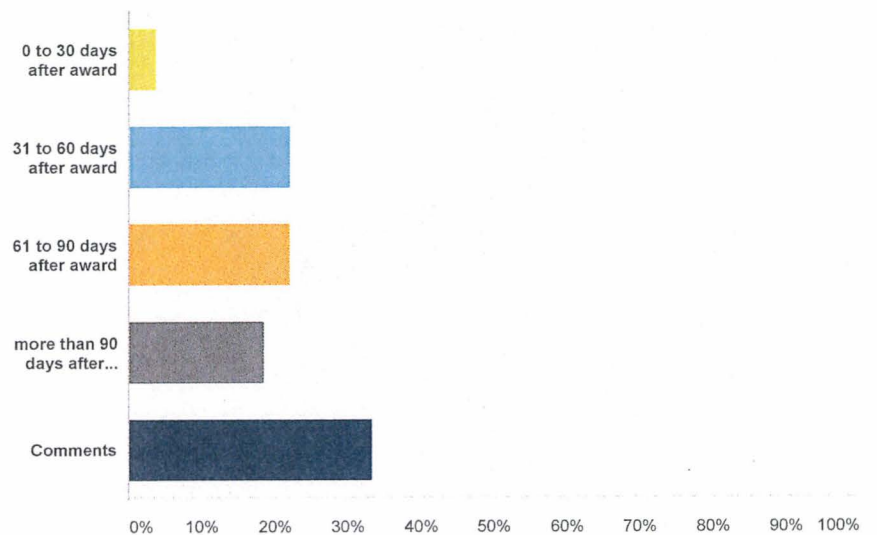
Q3

[Customize](#)

[Export](#)

On average, how many days after award is work started?

Answered: 27 Skipped: 0



Answer Choices	Responses	
▼ 0 to 30 days after award	3.70%	1
Total		27

Answer Choices	Responses	
▼ 31 to 60 days after award	22.22%	6
▼ 61 to 90 days after award	22.22%	6
▼ more than 90 days after award	18.52%	5
▼ Comments	Responses	33.33% 9
Total		27

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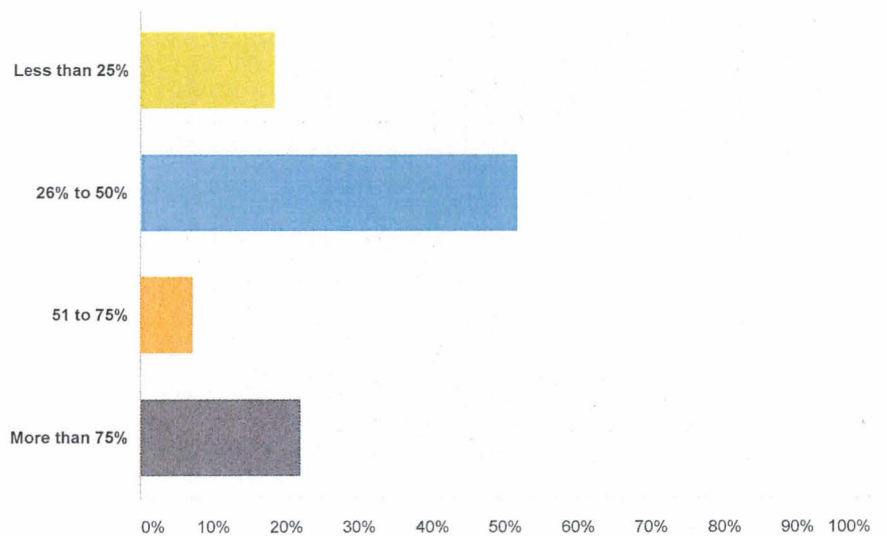
Q4

Customize

Export

## What percentage of assigned construction projects involve utility coordination/relocation?

Answered: 27 Skipped: 0



Answer Choices	Responses	
▼ Less than 25%	18.52%	5
▼ 26% to 50%	51.85%	14
▼ 51 to 75%	7.41%	2
▼ More than 75%	22.22%	6
Total		27
Comments (5)		

# PAGE 4

Q5

Customize

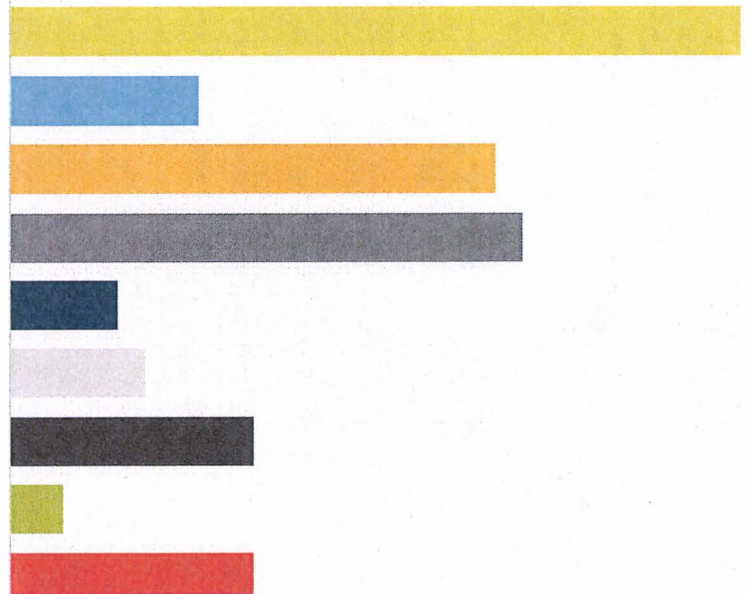
Export

## In your opinion, which factors contribute to projects being behind scehdule and not finishing by completion date? Select all that apply.

Answered: 27 Skipped: 0

Utility  
Relocations





Answer Choices	Responses
▼ Utility Relocations	100.00% 27
▼ Plan Errors	25.93% 7
▼ Contractor's skill/ability to complete the work	66.67% 18
▼ Weather	70.37% 19
▼ Alterations in Plans	14.81% 4
▼ Right of Way Issues	18.52% 5
▼ Environmental Conflicts	33.33% 9
▼ Lack of Materials	7.41% 2
▼ Other (please specify) <b>Responses</b>	33.33% 9
Total Respondents: 27	

PAGE 5

Q6

Customize

Export

Considering the answers to Question #5,  
what is the leading cause of projects  
finishing behind schedule?

Answered: 27 Skipped: 0

Utility  
Relocations

Plan Errors

Contractor's  
skill/abilit...

Weather

Alterations in  
plans

Right of Way  
Issues

Environmental  
Conflicts

Lack of  
Material

Answer Choices	Responses
Utility Relocations	51.85% 14
Plan Errors	0.00% 0
Contractor's skill/ability to complete the work	25.93% 7
Weather	11.11% 3
Alterations in plans	0.00% 0
Right of Way Issues	0.00% 0
Environmental Conflicts	3.70% 1
Lack of Material	0.00% 0
Other (please specify)	7.41% 2
Total	27

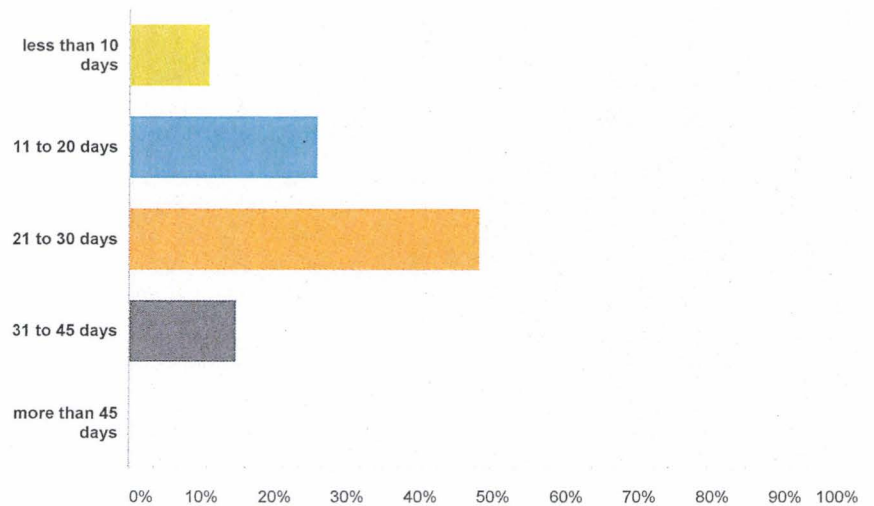
PAGE 6

Q7

Customize Export

How many days after work is substantially complete is a final inspection held?

Answered: 27 Skipped: 0



Answer Choices	Responses
less than 10 days	11.11% 3
11 to 20 days	25.93% 7
21 to 30 days	48.15% 13
31 to 45 days	14.81% 4
more than 45 days	0.00% 0
Total	27

Comments (1)

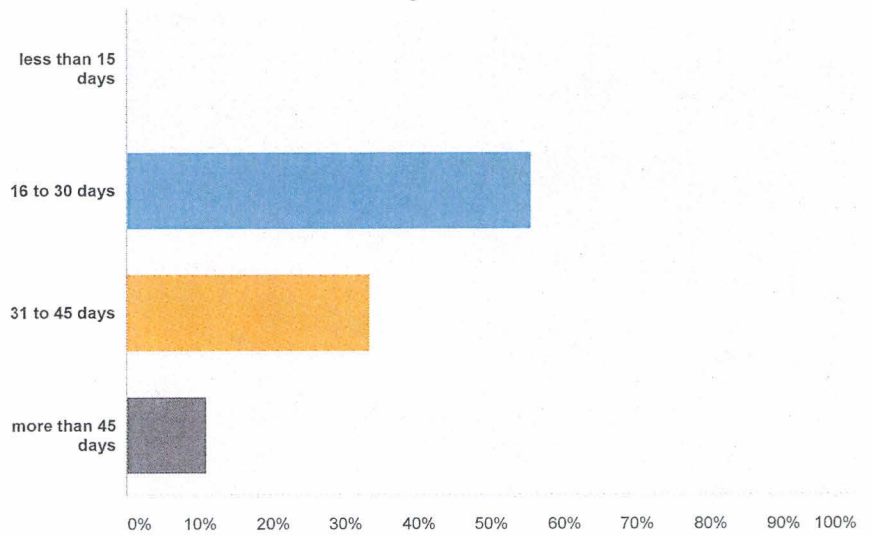
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Q8

Customize Export

### On average, how long after the final inspection is held is the punch list complete?

Answered: 27 Skipped: 0



Answer Choices	Responses
less than 15 days	0.00% 0
16 to 30 days	55.56% 15
31 to 45 days	33.33% 9
more than 45 days	11.11% 3
Total	27
Comments (2)	

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Q9

Customize

Export

### On average, how long does it take to closeout a project and submit a final estimate to the Director of Construction's office once work is substantially complete?

Answered: 27 Skipped: 0

less than 45 days

46 to 90 days

91 to 180 days

more than 180 days

Answer Choices	Responses	
less than 45 days	0.00%	0
46 to 90 days	14.81%	4
91 to 180 days	77.78%	21
more than 180 days	7.41%	2
Total		27
<a href="#">Comments (7)</a>		

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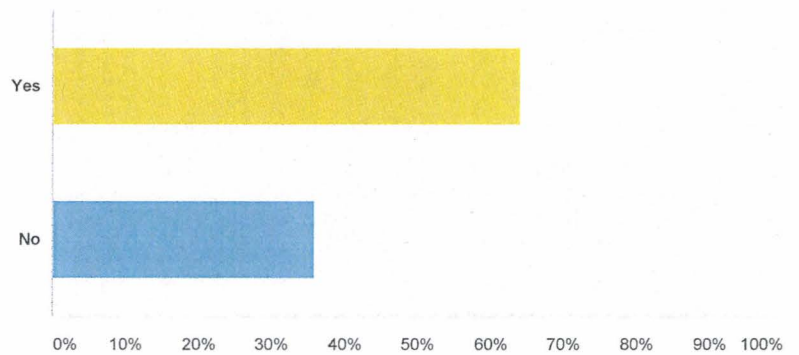
Q10

[Customize](#)

[Export](#)

**In your opinion, is there anything that can be changed during the construciton phase of a project to improve project delivery? If yes, please explain in comments section.**

Answered: 25 Skipped: 2



Answer Choices	Responses	
Yes	64.00%	16
No	36.00%	9
Total		25
<a href="#">Comments (17)</a>		



## RCE SURVEY COMMENTS

### Question 1

Typically we are waiting upon the executed contract from the contractor. If the construction offices were notified when the contractor is about the award, I'm sure the RCE office could push to get those turned around quicker. I know that when a construction office finds out early, it is typically a 0 to 30 day precon meeting with the contractor after award.

1/8/2016 11:35 AMView respondent's answers

Many times this period is dictated by what the contractors current work load is as well as the type of contract for which the contractor has been contracted to do. For instance, resurfacing contracts let late in the fall many times do not have a SCDOT and Contractor agreed on date for the precon until the paving season starts back.

1/8/2016 9:17 AMView respondent's answers

Our district has required the contractor to submit their schedule or CPM schedule prior to scheduling the preconstruction conference. This has frequently delayed the Precon because the contractor will not submit it.

1/7/2016 1:36 PMView respondent's answers

30 days or less is typical but occasionally have a contractor who will not return contact.

1/4/2016 1:15 PMView respondent's answers

It is better to have the precon closer to the day the contractor will mobilize onsite to help he/she from forgetting everything from the precon

1/4/2016 12:55 PMView respondent's answers

At times, the execution of the contract delays the preconstruction conference

1/4/2016 10:51 AMView respondent's answers

A delay is usually experienced with the contractor signing the contract to allow for contract execution.

1/4/2016 10:17 AMView respondent's answers

Project must be executed prior to preconstruction.

1/4/2016 9:42 AMView respondent's answers

Delays are usually due to waiting for the project to be Authorized in SiteManager and the contractor preparing submittals.

1/4/2016 9:09 AMView respondent's answers

Precons for resurfacing only contracts tend to be pushed out the most due to seasonal restrictions on when they can start and the active work load during the summer. Which means they haven't scheduled the work yet and not ready for a precon.

1/4/2016 8:58 AMView respondent's answers

Depends on the type of project, letting date, and type of work to be completed. For instance, a resurfacing job awarded in the fall with a completion date of summer the following year typically has a "More than 90 days after award"

1/4/2016 8:50 AMView respondent's answers

### Question 2

Unless there is a delay beyond the contractor's control (major utilities, bats, enviro permitting, etc.), we set it at 45 days from the award.

1/13/2016 4:38 PMView respondent's answers

If contractor is able to supply the majority of the submittal requirements at the precon, many times the NTP is set as the day of the precon.

1/8/2016 9:17 AMView respondent's answers

all depends on the availability of the contractor. SCDOT likes to award contracts to contractors who do not have the personnel or equipment available.

1/4/2016 12:55 PMView respondent's answers

Same comment

1/4/2016 9:42 AMView respondent's answers

Usually the day of the Pre-Construction Meeting

1/4/2016 9:23 AMView respondent's answers

I always establish the NTP on the Precon date. If it is beyond 45 days after award, I make the NTP on day 45.

1/4/2016 9:09 AMView respondent's answers

see above

1/4/2016 8:58 AMView respondent's answers

Typically the NTP is set as the day of the preconstruction conference.

1/4/2016 8:50 AMView respondent's answers

### Question 3

This depends on a lot and an average would be inappropriate. A thermo contract let in October may not begin until July. Bridge projects and widening projects often begin within 75 days of the award. These days, a 60-day paving project will begin 2 months before the completion date, regardless of when it was awarded. The market is flooded with reclamation and paving projects.

1/13/2016 4:42 PMView respondent's answers

The time between award and work start depends on the contractor work load.

1/13/2016 10:47 AMView respondent's answers

Typically it has been 61 to 90 days in the resurfacing projects as the contractor often has a number of other projects they are working on

1/8/2016 11:36 AMView respondent's answers

This varies tremendously based on the contractor and type of work.

1/7/2016 4:29 PMView respondent's answers

All over the place. Hard to give a typical.

1/4/2016 1:15 PMView respondent's answers

### Question 4

Strip Map contracts such as resurfacing, reclamation, preventative maintenance, and RPM/Thermo usually require no utility coordination.

1/8/2016 9:19 AMView respondent's answers

My office is mainly dealing with large widening and interchange projects, so all of our projects involve utility relocations.

1/7/2016 1:38 PMView respondent's answers

Bridge and widening project

1/4/2016 10:54 AMView respondent's answers

Only maintenance funded projects have little or no utility conflicts.

1/4/2016 10:19 AMView respondent's answers

All Grading projects typically involve utilities. Resurfacing projects with Guardrail also typically involve utilities.

1/4/2016 9:11 AMView respondent's answers

### Question 5

Contractors cannot invest in equipment/crews for one year of increased funding. They bid 120% of their capacity.

1/13/2016 4:47 PMView respondent's answers

Contractor working on many projects at once and no comparison being made between the Baseline CPMs for each project. Also, to be as honest as possible, as a department, we don't stick by our guns and charge contractors LD's therefore, most contractors don't feel threatened by them.

1/8/2016 9:23 AMView respondent's answers

All of these have at one time or another, the ones checked are the most common I've seen.

1/7/2016 1:40 PMView respondent's answers

Amount of work + work we allow to be carried over

1/4/2016 1:16 PMView respondent's answers

hiring contractors who do not have the personnel and equipment to complete the job

1/4/2016 1:01 PMView respondent's answers

Subcontractors completing final stage work.

1/4/2016 10:21 AMView respondent's answers

Contractors or subs having more work than they can complete by the completion dates.

1/4/2016 9:43 AMView respondent's answers

Contractor's Scheduling

1/4/2016 9:25 AMView respondent's answers

Contractors overextending themselves on too many projects.

1/4/2016 9:13 AMView respondent's answers

### Question 6

Contractor's bidding more than their crews can do in a season.

1/13/2016 4:47 PMView respondent's answers



Not imposing penalties to the contractor for everyday after they fail to complete the project on time.  
1/8/2016 9:24 AMView respondent's

#### Question 7

Try to have it as soon as possible.  
1/8/2016 9:25 AMView respondent's answers

#### Question 8

Many times because of the sequence of events that have to take place to get a finalize punch list letter there is no way to achieve the 30 Day after the final inspection is completed. Also, here again, we many times fail to holding the contractor to this timetable and start time back when not completed during the allotted time. Because of this the contracgtor does not feel threatened by LD's.

1/8/2016 9:29 AMView respondent's answers  
Again, this varies greatly based on the contractor and type of work.  
1/7/2016 4:31 PMView respondent's answers

#### Question 9

Should be able to take care of this in 90 Days for projects that don't have grass and 180 Days for projects that have grass.

1/8/2016 9:30 AMView respondent's answers  
Establishing vegetation is one of our biggest hurdles.

1/7/2016 4:32 PMView respondent's answers

Our main delay in submitting the final closeout package for our district is the frequency of DBE contractors used for seeding and pavement markings. These are the last items paid for, and frequently have punch list items to complete. Until the prime paid these subs and accounted for it on a quarterly report, we couldn't submit the final package.

1/7/2016 1:45 PMView respondent's answers

91 to 180 if you have DBE closeout. 46 to 90 if there is no DBE closeout.

1/4/2016 11:08 AMView respondent's answers

Receiving final DBE reports and final quantity concurrence are teh primary delays.

1/4/2016 10:23 AMView respondent's answers

Some projects may be delayed because of contractor's lack of communication to agree on final quantities with subs and the DOT.

1/4/2016 9:49 AMView respondent's answers

I target 100 days

1/4/2016 9:14 AMView respondent's answers

#### Question 10

Asside from getting reoccurring additional fund so the contractors can plan, and asside from not being able to control utilities (they do not order materials until we have a precon), I doubt it. We do need to find a way to expedite the R/W Acquisition time. I have huge concerns that the empasis on project delivery will lead to more errors in plans, less review time, delays due to permits, etc.

1/13/2016 5:01 PMView respondent's answers

Possibly to keep construction office's in the loops as best as possible when quantities are available to review and check in the field. That way, change order costs can be minimized.

1/8/2016 11:40 AMView respondent's answers

Because until contractors are held to the letter of the law and all stipulations set forth in the signed contracts, contractors will not feel any presure to complete the projects on time. Also, if contractor evaluations and QMT scoring does not effect who can bid on let contracts contractors who frequently are awarded the work will continue to work at their on pace with disregard for any penalties.

1/8/2016 11:24 AMView respondent's answers

From an RCE perspective, I believe that procedures could be simplified to eliminate paperwork. Standard drawing should not be changes unless absolutely necessary. More complete plans would reduce costly change orders.

1/7/2016 4:38 PMView respondent's answers

This isn't something we can change internally, since the legislature would have to pass a new law, but improving our ability to deal with utility companies using SCDOT right of way would greatly aid in project delivery. Currently, we have no teeth to enforce utility relocation work being completed in a timely manner. We only have personal pressure and the pressure of public opinion to make utilities responsive. I would assume at the extreme other end, we might be able to file a lawsuit against a utility that would not move off of the right of way, but there's no middle ground. And we aren't allowed to disable or remove utilities on our ROW. Delays by utilities in their relocations frequently cause time delays for SCDOT, and time and additional costs for the contractors trying to work around them.

1/7/2016 1:53 PMView respondent's answers

Hire Contractors who are capable of the work.

1/4/2016 1:10 PMView respondent's answers

I'm not sure exactly what is meant by "project delivery" but right now a lot of the contracts handled by my office are behind because the contractor has too much work and not enough crews to work when the weather is good. Also resurfacing projects with October/November completion dates are hard to finish on time because you end up with most of the final work taking place during the cold/rainy season and punchlist work being completed during the holidays when everyone is trying to take vacation. I believe resurfacing/chipseal projects should have completion dates set no later than the end of September that way it allows better weather for final work and there is a window to complete any punchlist work before winter. I also believe there should be some incentive/penalty related to how well a contractor meets the schedule they submit. A CPM schedule or 4 week look ahead doesn't do any good when the contractor never follows it. Another thing that would help would be to group roads that are closer together instead of putting roads that are hours apart on the same contract.

1/4/2016 11:23 AMView respondent's answers

Utilities - Perhaps the UA should include a section that states that once the utility company has received a letter from the RCE that all work is satisfactorily complete they have no more than 30 days to concur. If they do their final billing should be included with their letter of concurrence. DBE Reports - Perhaps DBE specifications could be amended to require the contractor to send in the final DBE reports 30 days after the last DBE work by any DBE subcontractor is paid even if that date is not the end of a quarter.

1/4/2016 10:50 AMView respondent's answers

The SCDOT needs to pressure the utilities to perform the work prior to letting the contracts. Most utilities do not order material until after the preconstruction meeting. The utility relocations should not be a part of construction. Also, the timing of contracts let in comparison to the seasonal restrictions.

1/4/2016 9:51 AMView respondent's answers

Utilize contractor evaluations to weed out contractors who are unable to perform quality work and in a timely manner

1/4/2016 9:48 AMView respondent's answers

The material cert letters often take a while to get back from Columbia.

1/4/2016 9:45 AMView respondent's answers

Utility Relocation

1/4/2016 9:26 AMView respondent's answers

Have all utility relocations done before construction starts.

1/4/2016 9:21 AMView respondent's answers

The 180 days to achieve 70% stand of permanent vegetation is not reasonable based on the time of the year the project was accepted. Contract time should be adjusted based on the growing season.

1/4/2016 9:17 AMView respondent's answers

Utility coordination seems to be the things that hinders our work the most. Delays in preliminary paperwork and execution of their relocation is often a problem.

1/4/2016 9:15 AMView respondent's answers

A utility relocation window on smaller projects may be beneficial. Larger scale projects often utilize this, but smaller intersection improvements do not historically have these windows.

1/4/2016 9:12 AMView respondent's answers

Set aside a window for utility relocation BEFORE the contract is let. Contractors are getting to comfortable blaming the utilities for delays when there are areas available to work.

1/4/2016 9:03 AMView respondent's answers



# Appendix D

# UTILITIES ACCOMMODATION MANUAL



A Policy for Accommodating Utilities  
on Highway Rights of Way

September 1, 2011 Revision

**SCDOT**  
RIGHTS OF WAY

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## Chapter 1: Application

### 1.1. Introduction

- 1.1.1. This Policy is established to regulate the location, manner, installation and adjustment of utility facilities on the State Highway System, and also the issuance of permits for such work, in the interest of safety and of protection, utilization, and future development of the highways. Due consideration is given to public service afforded by adequate and economical utility installations as authorized under Titles 57 and 58 of the Code of Laws of South Carolina. While this Policy controls matters concerning future location, manner and methods for the installation or adjustment and maintenance of utilities on highway right-of-way, it does not alter current regulations pertaining to authority for their installation nor determination of financial responsibilities for placement or adjustment of them. The portions of this Policy pertaining to highways on which there is full control of access conform with and supplement the American Association of State Highway and Transportation Officials Policy entitled "A Policy on the Accommodation of Utilities within Freeway Right-Of-Way" as copyrighted in 1989, and as subsequently modified.
- 1.1.2. No person shall enter upon the right-of-way of any State road to construct, alter or relocate any utility installation without prior written authorization by the Department except as noted in this Policy. Where laws and orders of public authority, industry or governmental codes prescribe a higher degree of protection than provided by this policy, then the higher degree of protection should prevail.
- 1.1.3. All construction and maintenance operations shall be planned with full regard to safety and meet all OSHA requirements and to keep traffic interference to an absolute minimum. Traffic controls shall conform to the [Manual on Uniform Traffic Control Devices for Streets and Highways](#), latest edition. Construction shall comply with the current edition of the [South Carolina Department of Transportation Standard Specifications for Highway Construction](#), latest edition unless otherwise specified herein.
- 1.1.4. On utility relocations or adjustments performed in conjunction with Department construction contracts, the utility companies should coordinate their design and construction activities to minimize conflicts or delays with their work and that of the road contractor. Coordination and cooperation between the utility and road contractor is of utmost importance in the efficient and orderly progress of activities and safety to the motorist.

1.1.5. Benefits will be derived by the utility, the utility consumer, the road contractor and the road user.

1.1.6. The Department may, at its discretion, change this policy without notice to the utility companies in order to protect the Department's roadway and related facilities. However the Department shall promptly provide notice of any such changes by, at a minimum, prominently posting notice of such changes to the Department's web site.

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## 1.2. Utility Locations

1.2.1. The Department's preferred location for all longitudinal utility installations within its rights-of-way is as close to the outside rights-of-way line as practical and to a minimum cover depth of thirty-six (36) inches from grade. The next option is between the ditch line and the right-of-way line with a minimum cover of thirty-six (36) inches.

1.2.2. Where location close to the outside right-of-way line is impractical, upon application by the utility company the Department may, in its discretion, allow installations within the designated shoulder area, but to a minimum cover depth of forty-two (42) inches from the top of asphalt. The Department may, in its discretion, allow a reduction of the minimum cover depth within the designated shoulder area to thirty-six (36) inches provided the encroachment permit contains the following conditions: 1) The utility company to the extent required by law, shall hold harmless the Department, its employees, contractors and agents, from any damages caused to the utility installations by routine maintenance operations (for example replacing signs, installation of new signs, pulling ditches or pulling shoulders to the appropriate grade in relation to top of asphalt). 2) The utility company shall be responsible for any damages it causes to other utility installations on the Department right-of-way.

## 1.3. Definition of Terms

**Actual Crossing Operation:** The phase of work authorized by the encroachment permit or utility agreement, when the casing or uncased carrier is being placed within the physical limits prescribed to determine the required casing length as set forth in the Sections for underground installations.



**Aerial Encroachment:** Where the utility structure or sign extends over the designated right-of-way line. All aerial encroachments will require an encroachment permit from the Department.

**Arterial Highway:** A general term denoting a highway primarily for through traffic, usually on a continuous route.

**Average Daily Traffic:** The average 24-hour volume, being the total volume during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year. The term is commonly abbreviated as ADT.

**Backfill:** Replacement of suitable soil or material around and over a pipe.

**Bedding:** Installation of suitable soil or material to support a pipe.

**Betterments:** Any upgrading to the utility facility being relocated made solely for the benefit of and at the election of the utility and not attributed to the highway construction.

**Bury (Cover):** Depth to the top of pipe below lowest point on the roadway cross-section or as otherwise designated.

**Business Day:** Monday through Friday excluding all Federal and State Holidays.

**Cap:** A rigid structural element surmounting a pipe.

**Carrier:** Pipe directly enclosing a transmitted fluid (liquid or gas).

**Casing:** A larger pipe enclosing a carrier.

**Clear Roadside Policy:** The policy employed by a highway authority to increase safety, improve traffic operation, and enhance the appearance of highways by designing, constructing, and maintaining highway roadsides as wide, flat and rounded as practical and as free as practical from physical obstructions above the ground such as trees, drainage structures, massive sign supports, utility poles, and other ground mounted obstructions as outlined in the [Access and Roadside Management Standards](#), latest edition.

**Clear zone:** The total roadside border area, starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-



recoverable slope, and/or a clear run-out area. The desired width is dependant upon the traffic volumes and speeds and on the roadside geometry. All above ground utilities must be outside of the clear zone. If this is not feasible then the utility installation can be protected by the installation of guardrail.

**Coating:** Material applied to or wrapped around a pipe.

**Compaction:** Backfill is to be placed in six (6) inch layers or less with each layer being thoroughly and compacted to a density of 95% modified Proctor as determined by AASHTO Method T-99.

**Communication Lines:** Lines and associated equipment for the transmission of intelligence through the use of electrical signals.

**Conduit or Duct:** An enclosed tubular runway for protecting wires or cables.

**Contaminate:** To render unfit or to soil by the introduction of foreign or unwanted material.

**Control of Access:** The condition where the right of owners or occupants of abutting land or other persons to access, light, air, or view in connection with a highway is fully or partially controlled by public authority.

**Control of Access, Full:** Means that the authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads only by prohibiting crossings at grade or direct private driveway connections.

**Control of Access, Partial:** Means that the authority to control access is exercised to give preference to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings at grade and some private driveway connections.

**Conventional Highway:** A highway primarily for through traffic, usually on a continuous route, without access control.

**Cost Estimate for Utility Agreements:** Is a detailed explanation of the cost associated with the relocation project. At a minimum the estimate should set forth the items of work to be performed, broken down by the estimated costs of direct labor, labor surcharges, overhead and indirect construction charges, detail list of materials

and supplies, handling charges, transportation, equipment, right of way, preliminary engineering, construction engineering, legal, salvage credits, betterment credits and accrued depreciation credits.

**Cradle:** A rigid structural element below and supporting a pipe.

**Department:** South Carolina Department of Transportation (SCDOT).

**Design Build:** A process whereby the Department can contract with a firm to accomplish designing and building a transportation facility, under a single contract. The contract may include all rights-of-way and utility functions normally performed by the Department.

**Designating:** The process of using a surface geophysical method or methods to interpret the presence of a subsurface utility and to mark its approximate horizontal position on the ground surface. (Note: The word "locates" is often used to identify this process.)

**Direct Burial:** Installing a utility underground without encasement, by mechanical means.

**Drain:** Appurtenance to discharge liquid from casings.

**Emergency:** A situation or occurrence that develops suddenly and unexpectedly and demanding immediate action, that will affect a reduction in public safety, disruption of utility service or damage to the Department right-of way. The emergency situation requires use of proper traffic control. The utility should notify the local Resident Maintenance Engineer as soon as possible after the emergency occurs.

**Encasement:** A methodology which serves one or two purposes. It may be a technique used to provide added protection for either a utility facility or the surrounding environment, by surrounding the utility facility with concrete or a conduit designed to resist potential impacts or loading.

**Encroachment:** Unauthorized use of highway right-of-way or easements as for signs, fences, buildings, etc.

**Encroachment Permit:** Authorized use of highway right-of-way for public utilities installations or easement as for signs, fences, buildings, etc.

**Engineer:** The Deputy Secretary of Engineering for the Department acting directly or through his duly authorized representative.

**Equal Material:** Products that perform in an equivalent manner in similar circumstances for an intended application.

**Expressway:** A divided arterial highway for through traffic with full or partial control of access and generally with grade separations at major intersections.

**Flexible Pipe:** A plastic, fiberglass, or metallic pipe having large ratio of diameter to wall thickness which can be deformed without undue stress.

**Flowable Fill:** Is a controlled low strength material (CLSM) that can be placed in a self-leveling consistency or in a less flowable state to reduce the fluid pressure exerted by the material. See [Section 210](#) of the [Standards for Highway Construction](#) for specifics on Flowable Fill.

**Freeway:** An expressway with full control of access.

**Frontage Road:** A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.

**Gallery:** An underpass for two or more pipelines.

**Grounded:** Electrically connected to earth or to some extended conducting body that serves instead of the earth whether the connection is intentional or accidental.

**Grout:** A cement mortar consisting of a slurry of fine sand or clay, as conditions govern.

**Highway, Street or Road:** A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

**Horizontal Clearance:** Lateral distance from the edge of traveled-way to a roadside object or feature.

**Horizontal Directional Drilling (HDD):** A steerable trenchless method of installing underground pipes, conduits and cables utilizing a cutting head and pressurized drilling mud along a



prescribed bore path by using a surface launched drilling rig, with minimal impact on the surrounding area. Directional drilling minimizes environmental disruption and is suitable for a variety of soil conditions and jobs including but not limited to road, landscape and river crossings.

**Inspector:** An authorized representative of the Department's Maintenance or Construction Office and the OMR assigned to make detailed inspections of materials and/or contract performance.

**Jack and Bore:** Is one of the oldest tried and true semi-trenchless construction methods and dependable ways to make a crossing beneath highways, railroad tracks, and other challenging obstacles. Jack and Boring consists of a rotating cutting head and auger internal to a steel casing that is being advanced hydraulically. The internal auger turns to remove soils while the hydraulics advance the casing. Typically an entrance and exit pit must be excavated in order to accommodate the auger and bore equipment.

**Joint Use:** When collocation occurs on or in a utility facility such as poles, ducts, or trenches, etc.

**Jacket:** Encasement by concrete poured around a pipe.

**Low Volume Road:** Is a facility lying outside of built-up areas of Cities, towns, and communities, and it shall have a traffic volume less than 400 Average Automotive Daily Traffic.

**Lump Sum (Fixed Amount):** The issuance of a utility agreement in the amount of \$25,000 or less for the relocation of a utility company's facilities. No change orders are allowed on these agreements.

**Major Highway:** An arterial highway with intersections at grade and direct access to abutting property, and on which geometric design and traffic control measures are used to expedite the safe movement of through traffic.

**Manhole, Hand Hole, Pull-Hole:** An opening in an underground system by which access may be achieved for the purpose of making installations, inspections, repairs, connections and tests.

**Maintenance of Traffic:** The method by which traffic through a work zone will be handled.



**Median:** The portion of a divided highway separating the traveled ways for traffic in opposite directions.

**MUTCD:** [Manual on Uniform Traffic Control Devices](#), latest edition.

- **No Cost Relocation:** Where a utility occupies the rights-of-way by encroachment and are required to move their facilities due to highway construction or at the request of Department.

**Non-toneable Material:** Materials that do not transfer along its length traceable signals by means of electromagnetic, magnetic, or elastic wave detection methods.

**Normal:** Crossing at a right angle (90 degrees).

**One-Call:** This term is applied to the clearing house designed to prevent damage and disruption of utility services. In South Carolina the one-call service is designated as Palmetto Utility Protection Service, Inc. (PUPS) now doing business as SC811.

**Oblique:** Crossing at an acute angle which is generally not allowed on SCDOT roads.

**Overfill:** Backfill above a pipe.

**Parkway:** An arterial highway for noncommercial traffic, with full or partial control of access, and usually located within a park or a ribbon of park like developments.

**Pavement Structures:** The combination of sub-base, base course, binder and surface course placed on a sub-grade designed to carry the anticipated traffic for a specified design period.

**Permit Application Package:** [Encroachment Permit Form](#) and all supporting documentation.

**Permittee:** An individual, company, or governmental agency authorized to construct and maintain its facilities within right-of-way of South Carolina Department of Transportation. A consultant, developer or contractor performing the work for the utility is not the permittee, unless listed on the permit.

**Pipe Ramming (Jacking):** Is a non-steerable system of forming a bore by driving an open-ended casing using a percussive hammer from a pit and only displacing the wall thickness of the casing. The soil will remain in the casing until the bore has been completed and

then may be removed by water, auguring, jet cutting or compressed air.

**Placed Out of Service (Abandoned):** Wording used when a utility is allowed to leave its facilities in place and within the Department's right-of-way after the facility is no longer active. This is allowed only by mutual agreement when immediate removal would cause greater disruption of the public's use of the facility than obstruction by allowing it to remain.

**Pipe:** A tubular product made as a production item for sale as such. Cylinders formed from plate in the course of the fabrication of auxiliary equipment are not pipe as defined here.

**Pole Attachment Agreement:** A document that gives a utility company the right to occupy space on a pole owned by another utility company. The utility company occupying the space on the pole must provide to the Department a copy of the attachment agreement and a copy of the easement from the landowner to establish their prior rights or other documents that support their prior rights. The legal document granting the easement must clearly show that it predates the Department's right-of-way acquisition.

**Pressure:** A measurement of relative internal pressure in psig (pounds per square inch gauge).

- **Prior Rights:** Where a utility occupies a strip of land by fee simple title, easement or other legal means. The utility must prove their claim of rights by supplying a document that clearly shows the utility's rights predates the Department's right-of-way acquisition.

**Private Utility:** A utility that does not meet the requirements of a "Public Utility" as defined below.

**Professional Engineer (P.E.):** Is a term used for registered or licensed engineer who is permitted to offer their professional services directly to the public.

**Public Utility:** Any organization, corporation, municipality, county, authority or other association providing any type of utility service to the general public, or segments thereof, for compensation and subject to the applicable South Carolina State law.

**Relining:** A process exclusive to the rehab the inside of pipes and conduits to prevent ground water seepage into the system, and not



to be misconstrued with restringing of wires or cable on poles or inserting facilities into ducts.

**Relocation:** All work associated with the adjustment of utility projects either horizontally or vertically associated with a construction project or by utility encroachment when upgrading existing or installing new facilities.

**Resident Construction Engineer:** The local Department representative acting on the behalf of the Deputy Secretary of Engineering that is responsible for all construction activities on Interstates, primary and secondary roadways within a specific county.

**Resident Maintenance Engineer:** The local Department representative acting on the behalf of the Deputy Secretary of Engineering that is responsible for the maintenance activities on Interstates, primary and secondary roadways within a specific county.

**Rights-of-Way (Right-of Way):** A general term denoting land, property, or interest there in, usually in a strip, acquired for or devoted to transportation purposes.

**Rigid Pipe:** A welded or bolted metallic pipe or reinforced, pre-stressed, pre-tensioned concrete pressure pipe designed for diametric deflection of less than 1.0%.

**Roadside:** A general term denoting the area adjoining the outer edge of the roadway. Extensive areas between the roadways of a divided highway may also be considered roadside.

**Roadway:** The portion of a highway, including shoulders, ditches for vehicular use. A divided highway has two or more roadways.

**Routine Maintenance:** The regular or normal care and upkeep of one's facilities.

**Safety Rest Area:** A roadside area with parking facilities separated from the roadway provided for motorists to stop and rest for short periods. It may include drinking water, toilets, tables and benches, telephones, information, and other facilities for travelers.

**Scenic Overlook:** A roadside area provided for motorist to stop their vehicles beyond the shoulder, primarily for viewing the scenery in safety.

**Semi-Rigid Pipe:** A large diameter concrete or metallic pipe designed to tolerate diametric deflection up to 3.0%.

**Sidefill:** Backfill alongside a pipe.

**Slab, Floating:** Slab between but not contacting pipe or pavement.

**Sleeve:** Short casing through pier or abutment of highway structure.

**SCDOT:** Acronym for the South Carolina Department of Transportation.

**Standard Specification for Highway Construction:** A text document that provides specifications under which South Carolina roads and bridges will be constructed, inspected and paid for (also referred to as the Standard Specification).

**Standards:** A standard, also referred to as criteria, is the Department's documented value or range of values, process, specification, or method to be employed, that is intended to be applicable for the majority of conditions and applications for which it is defined, and is based on cost effective and sound engineering judgment.

**State Utility Engineer:** The individual in charge of promulgating and developing the Department policy and procedures for utility accommodation on the Department right-of-way.

**Subsurface Utility Engineering:** A branch of engineering practice that involves managing certain risks associated with utility mapping at appropriate quality levels, utility coordination, utility relocation, design and coordination, utility condition assessment, communication of utility data to concerned parties, utility cost estimates and preparation of final document to contain all cost, original signed utility agreement, prior rights information, and relocation sketches.

**Traffic Control Plan:** Documentation of how a safe flow of traffic will be conducted through an area in which construction or maintenance activities are being performed. Documentation shall include defining all materials, traffic control devices and activities required to accomplish this task.



**Traveled Way:** The designated widths of roadway pavement, exclusive of shoulders, and marked bicycle lanes, marked to separate opposing traffic or vehicles traveling in the same direction. These lanes include through lanes, auxiliary lanes, turning lanes, passing and climbing lanes. They provide space for passenger cars, trucks, buses, recreational vehicles and in some cases bicycles.

**Trenched:** Installed in a narrow open excavation.

**Trenchless:** Installed without breaking ground or pavement surface, such as by jacking or boring.

**Utility Appurtenances:** Any and all features or parts of a utility facility, above or below ground that are installed as a part of the facility, whether primary or secondary to its function.

**Vent:** Appurtenance to discharge gaseous contaminants from casings.

**Walled:** Partially encased by concrete poured alongside the pipe.

**Watchman:** Person on call to maintain traffic control devices.

#### 1.4.

#### Acronyms

**ARMS:** [Access and Roadside Management Standards](#)

**ASTM:** American Society of Testing and Materials

**CADD:** Computer Aided Drafting and Design

**C.F.R.:** Code of Federal Regulation

**DEA:** District Engineering Administrator

**DCE:** District Construction Engineer

**DME:** District Maintenance Engineer

**FHWA:** Federal Highway Administration

**MUTCD:** [Manual on Uniform Traffic Control Devices](#)

**NESC:** National Electrical Safety Code

**NPDES:** National Pollutant Discharge Elimination System

**OSHA:** Occupation, Safety, and Health Administration

**PUPS:** Palmetto Utility Protection Service, Inc. (Now DBA SC811)

**RCE:** Resident Construction Engineer

**RME:** Resident Maintenance Engineer

**R/W:** Rights-of-Way

**SCDHEC:** South Carolina Department of Health and Environmental Control

**SUE:** [Subsurface Utility Engineering](#)

**TCP:** Traffic Control Plan

## **Chapter 2: Insurance Requirements**

### **2.1.**

The permit applicant must obtain from a duly qualified insurance company or companies licensed to do business in South Carolina, comprehensive general liability insurance covering claims by Department and third parties for property damages and personal injury, including death, that may arise out of the applicant's work under the permit (whether performed by its own forces or its contractors or agent). This requirement may be satisfied through a self-insurance program for qualified permittees including local government entities. Government entities may also satisfy this requirement through their participation in the State Insurance Reserve Fund. Such insurance shall be issued on an occurrence-based not claims made basis, and in at least following amounts:

- Each Occurrence - \$1,000,000
- General Aggregate - \$2,000,000
- Completed Operations - \$2,000,000

### **2.2.**

The Applicant shall provide, in a form acceptable to SCDOT, Certificate of Insurance showing SCDOT as a certificate holder and copies of the completed operations endorsements verifying that such insurance has been obtained.

## Chapter 3: Accommodations

- 3.1. Utility facilities shall be located to minimize need for later adjustments to accommodate future highway improvements and to permit servicing such lines with minimum interference to highway traffic.
- 3.2. Longitudinal installations shall be located on uniform alignment as near as practicable between the ditch line and the right-of-way line so as to provide a safe environment for traffic operation and preserve space for future highway improvements or other utility installations. Where irregular shaped portions of the right-of-way extend beyond the normal right-of-way limits, variances in the locations from the right-of-way line shall be allowed as necessary to maintain a reasonable uniform alignment for longitudinal overhead and underground installations. If the installation is between the ditch-line and right-of-way line the utilities facilities must have a minimum cover depth of thirty-six (36) inches. If the installation is between the ditch line and the edge of pavement the utilities facilities must have a cover depth of forty-two (42) inches below the top of pavement. [\(See Figure 6\)](#) The Department may, in its discretion allow a reduction of the maximum cover depth within the designated shoulder area to thirty-six (36) inches from top of asphalt in the shoulder provided the Encroachment permit contains the in [Section 1.2.2](#). Only public utility companies may occupy the Department right-of-way longitudinally along the roadway. Perpendicular crossings may be permitted to private companies or individuals.
- 3.3. To the extent feasible and practicable, utility line crossings of the highway shall cross on a line generally normal (90 degrees) to the highway alignment but in no case shall the angle of crossing be less than 75 degrees.
- 3.4. The horizontal and vertical location of utility lines within the highway right-of-way limits shall conform to the clear roadside policies applicable for the system, type of highway, and specific conditions for the particular highway section involved. The location of above ground utility facilities shall be consistent with the clearances applicable to all roadside obstacles for the type of highway involved. The location of above ground utility facilities shall be consistent with the clear zones as stated in the AASHTO-Roadside Design Guide, latest edition and the [Access and Roadside Management Standards](#), latest edition.



- 3.5. In all cases full consideration shall be given to measures, reflecting sound engineering principles and economic factors, necessary to preserve and protect the integrity and visual quality of the highway, its maintenance efficiency and the safety of highway traffic.
- 3.6. The Deputy Secretary of Engineering or his designee must review the locations of all utility encroachments to ensure that the proposed utility installation will not interfere with existing or planned highway facilities or with highway maintenance and operation processes.
- 3.7. **Design**
- 3.7.1. The utility shall be responsible for the design of the utility facility to be installed within the highway right-of-way or attached to a highway structure. The Deputy Secretary of Engineering or his/her designee shall be responsible for review and approval of the utility's proposal with respect to the location of the utility facilities to be installed and the manner of attachment. This design and approval process shall include the measures to be taken to preserve the safe and free flow of traffic, structural integrity of the roadway or highway structure, ease of highway maintenance, appearance of the highway, and the integrity of the utility facility.
- 3.7.2. Utility installation on, over or under the right-of-way of State Highways and utility attachments to highway structures shall, as a minimum, meet the following requirements:
- 3.7.2.1. Electric power and communication facilities shall conform to the National Electric Safety Code, latest edition.
- 3.7.2.2. Water lines, gravity sewer and forced mains shall conform to the Specifications of the American Water Works Association, latest edition and shall conform to SCDHEC regulations.
- 3.8. Pressure pipelines shall conform with the currently applicable section of The Standard Code for Pressure Piping of the American National Standards Institute, latest edition; Title 49 CFR, Parts 191, 192 and 195, latest version; and applicable industry codes, including current issues of :
- Power Piping
  - Petroleum Refinery Piping
  - Liquid Petroleum Transportation Piping Systems
  - Gas Transmission and Distribution Piping Systems



- 3.9. Liquid petroleum pipelines shall conform to the current applicable recommended practice of the American Petroleum Institute for pipeline crossings under railroads and highways.
- 3.10. Any pipeline carrying hazardous material shall conform to the rules and regulations of the US Department of Transportation governing the transportation of such material
- 3.11. Ground mounted utility facilities shall be of a design compatible with the visual quality of the specific highway section being traversed. [\(See Chapter on Scenic Enhancement\)](#)
- 3.12. All utility installations on, over, or under highway right-of-way and attachments to highway structures shall be of durable material designed for a minimum service life of 30 years and relatively free from routine servicing and maintenance. The utility installation shall conform to the Department's standard practices and design and the Department's [seismic standards](#) when determined to be necessary by the Deputy Secretary of Engineering.
- 3.13. On new installations or adjustments of existing utility lines, provisions shall be made for known or planned expansion of the utility facilities, giving particular attention to those located underground or attached to highway structures. They must be planned so as to minimize hazards and interference with highway traffic when additional overhead or underground lines are installed at some future date.
- 3.14. Any necessary permits, including the accommodation of utilities on highway right-of-way and environmental controls, shall be the responsibility of the utility.
- 3.15. Underground installations will be so designed that the facility can be located without disturbing the roadway structure. If the installation includes the use of "non-toneable" piping, conduit or direct bury lines, locator lines will be placed in conjunction with the utility line installation.

## **Chapter 4: Pipelines**

### **4.1. Location and Alignment**

- 4.1.1. Locating buried pipelines within the Department rights-of-way should be thoroughly engineered and properly installed as they are integrated into and become an unseen part of the highway itself.

The following are controls for the location and alignment of pipeline installations. The crossings shall be located as near normal (90 degrees) to the highway alignment as practical.

- 4.1.2.** Conditions which are generally unsuitable or undesirable for pipeline crossings must be avoided. These include locations such as in deep cuts; near footings of bridges and retaining walls; across at grade intersections or ramp terminals; at cross drains where flow of water, drift, or stream bed load may be obstructed; within basins of an underpass drained by a pump if pipeline carries a liquid or liquefied gas; and in wet or rocky terrain where it will be difficult to attain minimum bury.
- 4.1.3.** The Department's preferred location for all longitudinal utility installations within its right-of-way is as close to the outside right-of-way line as practical and to a minimum cover depth of thirty-six (36) inches from grade. The next option is between the ditch line and the right-of-way line with a minimum cover of thirty-six (36) inches from grade. Where location close to the outside right-of-way line is impractical, upon application by the utility company the Department may, in its discretion, allow installations within the designated shoulder area, but to a minimum cover depth of forty-two (42) inches from the top of asphalt. The Department may, in its discretion, allow a reduction of the minimum cover depth within the designated shoulder area to thirty-six (36) inches provided the encroachment permit contains the following conditions: To the extent required by law the utility company shall hold harmless the Department, its employees, contractors and agents, from any damages caused to the utility installations by routine maintenance operations (for example replacing signs, installation of new signs, pulling ditches or pulling shoulders to the appropriate grade in relation to top of asphalt). The utility company shall be responsible for any damages it causes to other utility installations on the Department right-of-way.
- 4.1.4.** Longitudinal utility installations in the shoulder area when approved by the Department must maintain a minimum uniform distance of three (3) feet from the edge of pavement.
- 4.1.5.** Vertical and horizontal clearance between a pipeline and a structure or other highway or utility facilities must comply with the applicable industry standards for the corresponding facilities.
- 4.1.6.** The locations of all pipelines must be reviewed by the Deputy Secretary of Engineering or his designee to ensure that the proposed utility installation will not interfere with existing or planned



highway facilities or with highway maintenance and operation processes.

- 4.1.7. In connection with highway construction projects, the Department at its discretion can require the utility company to remove its pipelines due to risk of failure or damage based on material of construction, age, and depth unless the Department determines the removal will be detrimental to the roadway.

#### 4.2. Cover

- 4.2.1. The critical controls for bury on a pipeline crossing are the low points in the highway cross-section (See [Figure 1](#) and [Figure 1a](#)). The top of the pipe shall not project into the pavement sub-base. Installations of cased or uncased carrier pipe under highways shall be installed with a minimum cover, as measured from the top of the pipe to the lowest point on the roadway cross-section as specified for each type of utility.
- 4.2.2. On longitudinal installations the critical controls for cover are the depths of lateral drainage facilities, landscaping, buried utility lines, bridge structures, and highway maintenance operations.
- 4.2.3. If the minimum bury as set forth cannot be obtained, the pipe shall be re-routed. When not practicable to re-route, it shall be protected by other approved methods. The top of the pipe must not project into the sub-base.
- 4.2.4. Cover under pavement – four (4) feet minimum below the lowest point of the roadway cross-section for hazardous material; three feet six inches (31/2 feet) below the lowest point of the roadway cross-section minimum for other lines unless the line is installed by horizontal drilling then the depths in [Chapter on Horizontal Directional Drilling](#) will apply.
- 4.2.5. Cover under longitudinal surfaces – three feet six inches (31/2 feet) minimum below the top of asphalt for all lines except where lines are installed between the ditch line and the rights-of-way line the minimum depth is three (3) feet.

### Chapter 5: Methods of Protection

- 5.1. Encasement ([See Figure 2](#)) should be considered for the following highway crossing conditions:

- 5.1.1. As an expediency in the insertion, removal, replacement, or maintenance of carrier pipe crossings of freeways, expressways, and other controlled access highways and at other locations where it is necessary in order to avoid open trenched constructions;
- 5.1.2. As protection for carrier pipe from external loads or shock, either during or after construction of the highway or;
- 5.1.3. As a means of conveying leaking fluids or gases away from the area directly beneath the traveled way to a point of venting at or near the right-of-way line.
- 5.2. Encasement shall be required for the following conditions:
  - 5.2.1.1. Jacked and bored installations of coated carrier pipes shall be encased. Exceptions may be made where assurance can be provided in writing against damage to the protective coating.
  - 5.2.1.2. Allied mechanical protection or other approved methods may be used in lieu of encasement to protect the pipe but will require justification in writing by the utility and approval by the Deputy Secretary of Engineering for Lines under freeways, expressways, and other controlled access highways.
  - 5.2.1.3. The Department at its discretion may require encasement of any pressurized carrier pipes or of any carriers transmitting dangerous and deleterious substance under any road.
  - 5.2.1.4. Encasement or allied mechanical protection shall be required for any pipeline (a) with less than minimum bury, (b) near footings of bridges or other highway structures or across unstable or subsiding ground, or (c) near other locations where there may be a hazard as deemed by the Engineer.
  - 5.2.1.5. Rigid encasement or suitable bridging shall be used where support of pavement would be impaired by depression of flexible carrier pipe. [\(See Figure 3\)](#)
- 5.3. **Allied Mechanical Protection**
  - 5.3.1. For some conditions pipeline crossings of the highway may be installed without encasement. The following controls are for providing allied mechanical protection to uncased pipeline crossings of the highway:



- 5.3.1.1. On uncased construction, the carrier pipe shall conform to the material and design requirements of utility industry and governmental codes and specifications. In addition, the carrier pipe shall be designed to support the load of the highway plus superimposed loads thereon when the pipe is operated under all ranges of pressure from maximum internal to zero pressure. Such installations shall employ a higher factor of safety in the design, construction, and testing than would normally be required for cased construction.
- 5.3.1.2. Suitable bridging, concrete slabs, or other appropriate measures shall be used to protect existing uncased pipelines which by reason of shallow bury cover or location make them vulnerable to damage from highway construction or maintenance operations. [\(See Figure 3\)](#) Such existing lines may remain in place without further protective measures if they are of adequate depth and do not conflict with the highway construction or maintenance operations, provided both Department and utility officials are satisfied that the lines are, and will remain, structurally sound and operationally safe.
- 5.3.1.3. Uncased crossing of welded steel pipelines carrying transmittants which are flammable, corrosive, expansive, energized or unstable, particularly if carried at high pressure or potential, may be permitted, provided additional protective measures are taken in lieu of encasement. Such measures would employ a higher factor of safety in the design, construction, and testing of the uncased carrier pipe, including such features as thicker wall pipe, radiograph testing of welds, hydrostatic testing, coating and wrapping and cathodic protection.
- 5.3.2. Encasement or allied mechanical protection shall be required for any pipeline:
- 5.3.2.1. With less than minimum cover;
- 5.3.2.2. Near footings of bridges or other highway structures or across unstable or subsiding ground or;
- 5.3.2.3. Near other locations where there may be a hazard as deemed by the Engineer.
- 5.4. **Design**
- 5.4.1. Where encasements are deemed necessary, the casings shall be designed to support the load of the highway and superimposed loads placed thereon and, as a minimum, should equal the

structural requirements for highway drainage facilities. Casings shall be composed of materials of satisfactory durability under conditions to which they are exposed.

**5.4.2.** The casing pipe shall be sealed at the ends to prevent flowing water and debris from entering the annular space between the casing and the carrier. The installation shall include necessary appurtenances, such as vents and markers. [\(See Figure 1\)](#)

**5.4.3.** On conventional highways, as a minimum, the casing pipe shall extend to the shoulder break or six (6) feet beyond the edge of pavement on fill slopes, whichever is the greater; three (3) feet beyond the ditch line in cuts; and on curbed sections to the back of the sidewalk area. On freeways, expressways, and other controlled access highways, the encasement will be required to extend to the access control lines, to the outside of frontage roads, or a sufficient distance to allow for future highway improvements. Exceptions to the above defined encasement limits must be justified by the utility company and approved by the Deputy Secretary of Engineering or his designee.

**5.5. General**

**5.5.1.** When crossing existing roadways, encasement or allied protection is required for all crossing under controlled access roadways and any crossing when transmitting under high pressure. Encasement may not be required for low-pressure hazardous material lines under low volume road and water or sewer lines under low volume roads.

**5.6. Appurtenances**

**5.6.1.** Vents should be located at the high end of short casings and at both ends of casing longer than one hundred and fifty (150) feet unless the utility submits a request to alter this requirement and the request is approved by the Deputy Secretary of Engineering or his designee. Vent standpipes shall be located and constructed so as not to interfere with maintenance of the highway or to be concealed by vegetation; preferably they should be located at the right-of-way lines. In urban areas, vents should be located where they do not affect pedestrian traffic. [\(See Figure 1\)](#)

**5.6.2.** Markers which are readily identifiable and suitable shall be placed by the utility at the right-of-way line where it is crossed by pipelines carrying transmittants which are flammable, corrosive, expansive, energized, or unstable, particularly if carried at high pressure or



potential, except where a vent will serve as a marker. Markers are also desirable for other pipelines. [\(See Figure 1a\)](#)

**5.6.3.** Drains [\(See Figure 1\)](#) shall be provided for casings, tunnels, or galleries enclosing carriers of liquid, liquefied gas, or heavy gas.

**5.6.4.** Manholes shall not be located in the pavement or shoulders of major highways, including urban highways. Exception may be made on streets at those locations where manholes are essential parts of existing lines that are permitted to remain in place under existing and proposed roadways. Manholes may be retained or installed within municipalities. Efforts shall be made to minimize such installations and avoid their location at street intersections, in so far as practicable. However, manholes will not be allowed in the wheel path of a vehicle. Manholes shall be designed and located in such a manner that will cause the least interference to other utilities and future highway expansion. During resurfacing projects the utility shall adjust manholes, valve, boxes or telecommunication hand boxes (1/4 inch) to ensure a smooth surface upon completion of the project.

**5.6.5.** Shut-off valves, preferably automatic, shall be installed in lines at or near ends of structures (bridges) and near unusual hazards, unless hazardous segments can be isolated by other sectionalizing devices within a reasonable distance. All locations shall be approved by the Deputy Secretary of Engineering or his designee.

**5.7. Adjustments to Existing Pipelines**

**5.7.1.** An existing pipeline shall be protected in such a manner as normally would be required for a new pipeline at the site. [\(See Figure 3\)](#). It shall be relocated in plan and / or grade where the pipe bedding will be depressed by highway loads is inadequate or the pipe does not have sufficient cover as determined herein. If the top of pipe is too close to highway grade. If the existing pipeline is not considered adequate to support highway loads, it shall be replaced by stronger pipe, protected or relocated in a manner acceptable to the Department. An existing pipeline which lacks adequate cover for protection against vehicular live loads or highway construction operations may be protected by a floating slab in lieu of encasement for protection against vehicular live loads or highway construction operations, if approved by the Department.

**5.8. Drainage Easements**

**5.8.1.** Where it is necessary for pipelines to cross Department drainage easements, outside of the roadway right-of-way, the same minimum depth of cover shall be maintained as required for crossing ditches inside of the right-of-way. In cases where soil conditions are such that erosion might occur or where it is not feasible to obtain specified depth, it shall be the responsibility of the utility owner to install retards, protective encasement, concrete slabs over the pipe, or take such other measures as needed necessary for safety and to protect the highway and the utility. The pipelines must be maintained, such as gravity flow sewer lines, each case will be worked on an individual basis, keeping in mind that the main purpose of the channel is to carry drainage water and that this flow must not be obstructed.

**5.9. Specific Controls**

**5.9.1.** Due to the nature of the transmittants, location and installation requirements differ. Listed below are specific controls:

**5.9.1.1.** Bury under pavement – four (4) feet minimum below the lowest point of the roadway cross-section for hazardous material; three and one-half (3 1/2) feet minimum below the lowest point of the roadway cross-section for other lines depending on the boring technique.

**5.9.1.2.** Bury under other surfaces – three (3) feet minimum for all lines between the ditch line and the rights-of-way line.

**5.9.2.** Crossings of existing roadways will be un-trenched with the following exceptions:

**5.9.2.1.** Hazardous materials – May be open cut on low volume secondary roads when justified in writing and approved by the Deputy Secretary of Engineering.

**5.9.2.2.** Water – May be open cut on low volume secondary roads when justified in writing and approved by the Deputy Secretary of Engineering.

**5.9.2.3.** Sewer – Gravity flow lines may be open cut, if approved, except on controlled access roadways. Sewer force mains may be open cut on low volume secondary roads when justified in writing and approved by the Deputy Secretary of Engineering.

**5.9.2.4.** When crossing existing primary and controlled access roadways, encasement, allied protection or another approved method is



required when transmitting under high pressure. Encasement may not be required for low pressure hazardous material lines under low volume roads; and water or sewer lines under low volume roads.

## **Chapter 6: Overhead Power and Communication Lines**

### **6.1. General**

**6.1.1.** The type of construction, vertical clearance above pavement, and location of poles, guys, and related ground-mounted utility appurtenances along the roadside are factors of major importance to preserve a safe traffic environment, the appearance of the highway, and the efficiency and economy of highway maintenance. A critical requirement for locating poles, guys and related facilities along the roadside is the width of the border area, i.e., the space between the edge of the shoulder or curb line and the right-of-way line, and its availability and suitability for accommodating such facilities. Keeping this space as free as practical from obstacles above the ground enhances the safety, maintenance efficiency, and appearance of highways are enhanced by keeping this space as free as practical from obstacles above the ground. Where ground-mounted utility facilities are to occupy this space, they shall be placed at the right-of-way line except as provided for [Section 6.3](#). The nature and extent of roadside development and the ruggedness of the terrain being traversed are controlling factors for locating poles, guys, and related facilities at the right-of-way line.

**6.1.2.** In the interests of preserving safe roadsides, highway appearance, and efficiency and economy of highway maintenance operations, the following minimum controls shall be used for installations of overhead electric power and communication lines as specified in [Sections 6.2](#).

### **6.2. Location**

**6.2.1.** The minimum vertical clearance for overhead power and communication lines above the highway and the minimum lateral and vertical clearance from bridges shall be as required by the National Electric Safety Code or applicable South Carolina Public Service Commission Rules and Regulations.

**6.2.2.** On and along conventional highways in rural areas, poles and related facilities shall be located at or as near as practical to the right-of-way line. As a minimum and where there is sufficient right of way, the poles shall be located outside the clear roadside area

for the highway section involved ([See Chapter on Accommodations](#)) there is no single minimum dimension for the width of a clear roadside area but, where there is sufficient right-of-way, thirty (30) feet from the pavement edge, is considered a safe design feature. Poles shall be located so as not to interfere with highway drainage facilities or the maintenance thereof. Only one utility pole line will be permitted on each side of the roadway.

- 6.2.3. If the installed facilities of the utility extend beyond their easement and aerial encroach upon the right-of-way the utility must obtain an Encroachment Permit for this installation.
- 6.2.4. Where irregular shaped portions of the right-of-way extend beyond the normal right-of-way limits, variances in the location from the right-of-way line should be allowed as necessary to maintain a reasonable uniform alignment for longitudinal installations ([See Chapter on Accommodations](#))
- 6.2.5. In keeping with the nature and extent of roadside development along conventional highways in urban places, such facilities shall be located at or as near as practicable to the right-of-way line. Where there are curb and sidewalk sections, the utilities shall be located behind the sidewalks or sidewalk areas. Where it proves impractical to place utilities behind the sidewalks, authorization must be obtained from the Department to place utilities in grass plot areas.
- 6.2.6. The location of overhead utility installations on highways with narrow right-of-way or on urban streets with closely abutting improvements are special cases which must be resolved in a manner consistent with the prevailing limitations and conditions. Before locating the utility at other than the right-of-way line, consideration shall be given to designs employing self-supporting, armless, single pole construction, with vertical alignment of wires or cables, or other techniques permitted by governmental or industry codes that are conducive to a safe traffic environment. Exception to these clearances may be made where poles and guys can be placed at locations behind guardrails, beyond deep drainage ditches or the toe or top of steep slopes, retaining walls, and other similar protected locations.
- 6.2.7. Except in extreme cases and then only when specifically authorized, guy wires to ground anchors and stub poles must not be placed between a pole and the traveled way where they encroach upon the clear roadside area.



- 6.2.8. Longitudinal installations of poles, guys, or other related facilities shall not be located in a highway median. On crossings of a highway, any such facilities shall not be located in a highway median within the clear zone width for each direction of travel. Poles and other appurtenances for highway lighting may be located in the median if of a breakaway type; but otherwise, only if other alternatives are determined to be impractical and provided suitable protection is afforded highway traffic.

6.3. **Lighting**

- 6.3.1. Lighting systems for illuminating the right-of-way shall be approved by the Department under encroachment permit in accordance with the [Access and Roadside Management Standards](#). Single lamp illumination over the right-of-way placed on existing poles will be permitted if installed and maintained by a governmental body or utility company; they are placed so as to meet vertical clearance requirements above the roadway; are mercury vapor, induction, LED, high pressure sodium type illumination or approved equal with a light diffusing globe refractor; and do not hinder the visibility of the motorists. Support poles for roadway illumination may be allowed where the need for same is properly documented, and provided traffic safety and roadway clearance requirements are met. Breakaway support poles are required if located within the clear roadside area.

**Chapter 7: Underground Electric Power and Communications Lines**

7.1. **General**

- 7.1.1. There is wide variation in the techniques and practices for installing underground electric power and communication lines due to differences in such factors as water conditions, type of subsoil, facility congestion and the like. Accepted methods for undergrounding such lines include: trenching for conduit or duct construction for uncased buried cable; plowing for direct burial of cable; jacking or pushing of pipe as conduit, especially for crossings of existing highways; and small boring without conduit on highway crossings where soil conditions permit. The following controls are for the installation of underground electric power and communication lines:

- 7.1.1.1. Underground utility construction shall conform to all applicable codes, standards, and specifications.



- 7.1.1.2. The minimum depth for cased and uncased construction shall conform to the following: On longitudinal installations the depth of bury shall adhere to [\(See Chapter on Accommodations\)](#). On crossing of highways, the minimum depth of bury shall be forty-two (42) below the lowest point of the roadway cross section unless mechanical protection is provided and depending upon the type of boring operation. Plowing through pavements, including paved driveways, is not permitted.
- 7.1.1.3. Pedestals or other above ground utility appurtenances installed as part of buried cable plant shall be located at or near the right-of-way line, outside of the clear zone and highway maintenance operating area.
- 7.1.1.4. All proposed locations and utility designs shall be reviewed by the Department to ensure that the proposed construction will not cause avoidable interference with existing or planned highway facilities or with highway operation or maintenance.
- 7.1.1.5. On either cased or uncased installations, particularly on crossings of the highway, consideration shall be given for placing spare conduit or duct to accommodate known or planned expansion of underground lines.
- 7.1.2. The controls previously outlined for electric power and communication line attachments to highway bridge structures shall be followed. [\(See Chapter on Installation on Highway Structures\)](#)
- 7.1.3. The general controls previously outlined for pipelines as related to markers, installation, trenched and un-trenched construction, and adjustment shall be followed as applicable, on underground installations of electric power and communication lines.

## **7.2. Location and Alignment**

- 7.2.1. On longitudinal installations, locations should be parallel to the pavement at or adjacent to the right-of-way line [\(See Chapter on Accommodations\)](#) so as to minimize interference with highway drainage, the structural integrity of the traveled way, shoulders and embankment, the safe operation of the highway and maintenance of the right-of-way. When, however, it is not feasible to install cables outside of the ditch line, the utility company must submit a request to install their facilities between the edge of pavement and the ditch-line. If the request is approved the facilities must be placed as far away from the edge of the pavement as is practicable

but under no conditions can the distance between the edge of the pavement and the near edge of a ditch measure less than three (3) feet. Cable plowing will not be permitted in the shoulder of roadway fills over ten (10) feet in height. Trenches will be compacted as described in trenched construction. [\(See Chapter on Construction Techniques\)](#)

**7.2.2.** Crossing shall be located as near normal (90 degrees) to the highway alignment but in no case shall the angle of crossing be less than 75 degrees.

**7.2.3.** Conditions that are generally unsuitable or undesirable for underground crossings shall be avoided. These include locations such as in deep cuts; near footings of bridges and retaining walls; across at grade intersections or ramp terminals; at cross drains where flow of water, drift, or stream bed load may be obstructed; within basins of an underpass drained by a pump; and in wet or rocky terrain where it will be difficult to attain minimum bury.

**7.3. Cased and Uncased Construction**

**7.3.1.** Where it is acceptable to both the utility and the Department, underground crossings of the highway may be installed without protective conduit or duct. Normally such installations shall be limited to open trenched construction or to small bores for wire or cable facilities, where soil conditions permit installation by boring a hole about the same diameter as the cable and pulling the cable through. Open trench construction will not be allowed across completed pavements unless specifically authorized by the Deputy Secretary of Engineering.

**7.3.2.** Where crossings of underground lines are encased in protective conduit or duct, the encasement shall comply with the requirements of Chapter 4, Pipelines. Where appropriate, the encasement shall extend to the access control lines, to the outside of frontage roads, or to an indicated line that allows for future widening of the highway. On conventional highways, the encasement shall extend six (6) feet beyond the edge of pavement or two (2) feet behind outer curb line.

**7.3.3.** Consideration shall be given to encasement or other suitable protection for any wire or cable facilities (a) with less than minimum bury, (b) near the footings of bridges or other highway structures, or (c) near other locations where there may be a hazard.



- 7.3.4. Where uncased bored installations are proposed by the utility, the utility shall be required to furnish information as to the controls and construction methods to be employed, before the proposed installations are considered by the Department. This is to ensure the necessary protection of the utility facility and the integrity and operation of the highway facility.

**7.4. Adjustments to Existing Lines**

- 7.4.1. Existing lines with SCDOT approval may be allowed to remain provided they do not interfere with construction and the owner can prove that said lines are constructed of suitable material to withstand traffic loads and construction activities. Manholes will be located so as to minimize interference with traffic during necessary access to the line.

- 7.4.2. If the relocations of utilities remain within the existing rights-of-way then the utility company must submit an Encroachment Permit along with the no cost letter and relocation sketches. The Encroachment Permit must be approved by the appropriate RME before any relocation can begin even if the utility has received its relocation approval letter from the State Utility Engineer.

- 7.4.3. If a utility company demonstrates proof of prior rights, they may request their facilities be relocated within the right-of-way and maintain their rights because of circumstances beyond their control then the utility company must submit an Encroachment Permit along with the utility agreement and all supporting documentation. If the utility fails to locate on a private easement or show proof of circumstances beyond their control and request to relocate within the SCDOT right of way, permission will be granted but the utility company will relinquish their prior rights.

**Chapter 8: Horizontal Directional Drilling (HDD)**

- 8.1. Approval of the encroachment permit to perform horizontal directional drilling does not implicate the Department in the safety of the installation or the operation of the installed pipe. To the extent required by law the utility company will indemnify the Department from any liability incurred due to the installation and operation of their pipe within the Department's right of way.
- 8.2. All lines will be categorized based upon the utility contained in the pipe. [Table 1](#) details the utility pipe categories.



**TABLE 1**  
**CATEGORIES FOR DIRECTIONAL DRILLED UTILITY PIPE**

Category	Carrier Pipe Contents
Pressurized Liquid	Water, Forced Sanitary Sewer, etc.
Gravity Flow Liquid	Sanitary Sewer, etc.
Pressurized Gas	Natural Gas, etc.
Telecommunications and Power	Electric, Phone, Cable, Fiber Optics, etc.

**8.3.**

For the carrier pipes under pavement, and where directed below, install casing to extend to limits of the Department right of way or where approved by the State Utility Engineer. Parallel installations to the roadway do not require a casing. For parallel installation within the rights-of-way see [\(See Chapter on Accommodations\)](#). For new installations tying to existing lines the utility company can request a waiver to this depth requirement. [Table 2](#) details casing requirements.

**TABLE 2**  
**CASING REQUIREMENTS FOR DIRECTIONAL DRILLED UTILITY PIPE**

Category	Casing pipe is required when carrier pipe diameter is
Pressurized Liquid	3" and larger
Gravity Flow Liquid	8" and larger
Pressurized Gas	8" and larger
Telecommunications and Power	Casing not required

- 8.4. Casing pipe is intended to serve as a conduit for carrier pipe to minimize the need for additional trenchless installations due to line replacement. Where possible, replace damaged pipe within the same casing as the original installation. In the event that original carrier pipe must be abandoned, remove carrier pipe from casing pipe and seal both ends of the casing pipe.
- 8.5. Casing pipe may be the same material as the carrier pipe. Casings can be HDPE, MDPE, steel or an approved equivalent. Casing pipe must be rated to carry the same internal and external pressures as the carrier pipe. When casing pipe is required, install vents in the casing pipe at the right-of-way limits or where approved by the Department.
- 8.6. Only normal (90degrees) crossings will be allowed. Any other type crossing will be evaluated on a case by case basis for non-controlled access roads only. Variances from this specification must be requested in writing to the State Utility Engineer for review and approval.
- 8.7. Evaluate each pipe material using the Department's Structural Loading Criteria. Perform one set of calculations for each different material, diameter, and wall thickness to be used. Follow the Department's Instructional Bulletin 2007-04 to determine minimum load cases. Include allowable maximum installation stress load case in structural calculations. In addition, provide documentation that pipe joints meet or exceed the performance of the pipe, or base calculations on pipe joint capacity. Provide a copy of these onetime calculations and a summary fill height table to the State Utility Engineer. Do not exceed the limits of the calculated fill height table and installation stresses for any installation. Fill height table may be published for uniform application statewide.
- 8.8. Table 3 details the recommended minimum depths below the lowest point on the road cross-section. Greater depths may be required due to obstructions or site specific considerations. Service lines less than or equal to 2 inches will not require the full engineering document as outlined for bores greater than 2 inches.

**TABLE 3**  
**MINIMUM COVER FOR DIRECTIONAL DRILLED UTILITY PIPE**

<b>Casing\Carrier Pipe Diameter</b>	<b>Minimum Cover</b>
Greater than 2 inches up to 6 inches	4 feet
Greater than 6 inches up to 14 inches	10 feet
Greater than 14 inches up to 24 inches	15 feet
Greater than 24 inches up to 48 inches	25 feet

**8.9.** The permit application submittal must include at a minimum the following information:

- Utility owner and contractor name
- Carrier pipe properties (material, diameter, wall thickness)
- Site layout plan, project schedule and company experience record
- Location of entry and exit points, access pit locations, and equipment and pipe layout areas
- Proposed drill path alignment (both horizontal and vertical) to include the lowest point of the roadway cross section
- The location and clearances for all existing utility crossings, structures, the Department drainage systems, foundations, sign and guardrail posts at the site, etc. must be located vertically and horizontally by a method approved by the local RME. The Department recognizes that supplying this information too far in advance may not be accurate when the contractor begins the drilling operation. Therefore, this information can be submitted to Resident Maintenance Engineer no later than 48 hours before the contractor begins the drilling operation.
- Depth of cover over the casing
- Provide soil classification to a depth of five feet below the proposed drill elevation. For depths up to six feet the soil classification can be obtained from USGS maps. When geotechnical borings are used, provide soil boring plan and report.



- Supply the theoretical amount of drilling fluid to be used during the drilling operation (calculation based on drilling diameter and number of pre-reams)
- Supply data sheet showing the actual amount of drilling fluid used during the drilling operation
- Provide the source of the makeup water for the drilling fluids
- Supply field pH and hardness reading for the makeup water, drilling fluids on the data sheet each time new fluids are mixed
- On systems that recycle drilling fluids, complete testing logs shall be filled out to verify that the drilling fluids are being maintained in accordance with the original mix or to demonstrate the reason for changing the drilling fluid mix during the completion of the pull
- Carrier pipe diameter, length, material, wall thickness, method of jointing, and pipe ream diameter for proposed directional drill
- Certification that carrier pipe and casing pipe (where applicable) has been checked for SCDOT Structural Criteria and that a copy of these calculations is on file with the State Utility Engineer.
- Detailed pipe calculations confirming ability of carrier pipe and/or casing pipe (including joints) to withstand installation loads
- Proposed and actual viscosity, density, and composition of drilling fluids whether they are bentonite or polymer based (based on soil analysis)
- Name of drilling fluids being used for drilling (Company Name), Name of the field Representative (drilling fluids manufacturer) that will provide the technical support, fluids testing and recommendations as needed during the drilling and pulling phase
- Construction method including diameter of pilot hole, number and size of pre-reams
- Drilling fluid pumping capacity in gallons per minute (GPM), and gallons per rod (GPR), pressures, and flow rates proposed and actual pumping rates (rates may change as soil conditions and soil types change)
- Show all right-way-lines, controlled access lines, property lines and other utility right-of-way or easements
- Show all elevations including ground profile above proposed drill path, and profile of directional drilling path
- Type and capacity of drilling machine to include the manufacturer, model number, thrust/pullback (in lbs.), maximum torque, drilling speed, drill pipe length, drilling distance and power source. If the information is not available

when the Encroachment Permit is submitted the utility can submit the information after the contractor is selected but no later than 48 hours before the work begins.

- Type of tracking method/system, operation range and accuracy
- Type and capacity of mud mixing system
- A detailed plan for monitoring ground surface movement (settlement or heave) due to the drilling operation at the time of drilling and subsequent to the drilling operation being completed
- Contingency plan for frac-out or drilling hole failure
- Traffic control plan when applicable
- Field pressure test all carrier pipes installed to carry pressurized liquids in accordance with standard practices of the requesting permittee.
- Disposal plan for spent drilling fluids, i.e.: (land farming, landfill, etc.)
- Confirm the drilling unit is equipped with an electrical strike safety package and a safety plan in the event of an electrical strike

**8.10.**

Upon completion of the permitted work supply accurate as built drawing within 60 days to the Deputy Secretary of Engineering. The as-built drawings must include the following information:

- Actual path alignment
- Coordinate geometry of the utility
- Latitude
- Longitude
- Elevation at each end
- Rate of grade
- Carrier pipe diameter
- Casing pipe diameter
- Depth of cover for the casing/carrier pipe
- Actual length of installation
- Bore hole diameter
- Actual viscosity, density and composition of drilling fluid
- Actual fluid pumping capacity
- Pressure and flow rates
- Carrier pipe field pressure test results

**Chapter 9: Irrigation and Drainage Pipes, Ditches and Canals**

**9.1.**

Irrigation and drainage facilities installed across highway right-of-way generally shall be designed and constructed in accordance



with the Department's specifications for highway culverts. Ditches and canals that closely parallel the highway shall not be permitted. Appurtenances that would constitute a hazard to traffic shall not be permitted within the clear roadside area and preferable shall be located outside of the right-of-way.

**9.2.** Where ditch rider roads are adjacent to ditches or canals that cross the highway, consideration shall be given to safety, traffic operations, and economic features when providing for the continuity of such roads. For example, the enlargement of drainage structures to accommodate the crossing of ditch rider roads would rarely be economically justified.

**9.3.** These ditches or drainage structures will be constructed and maintained so as not to interfere with highway drainage, and will be done so at the expense of the permittee. The altering of existing highway drainage structures or ditches will be at the expense of the permittee. New and altered drainage on or across the rights-of-way will require approval of the Department, and property owners adjacent to and downstream from the drainage change. The Department will maintain altered ditches and structures only to the extent necessary to provide drainage as originally constructed for the highway. Any damage or liabilities resulting from this construction or installation by the permittee will be the responsibility of the permittee.

## **Chapter 10: Installations on Highway Structures**

**10.1.** In some cases, attachment of utility facilities to highway structures, such as bridges, is a practical and necessary arrangement and may be permitted by an Encroachment Permit. However, attaching utility lines to a highway structure can materially affect the structure, the safe operation of traffic, the efficiency of maintenance and inspection, and the appearance. Therefore, where it is feasible and reasonable to locate utility lines elsewhere, attachments to bridge structures should be avoided. Attachment of utilities on the inside of culverts will not be allowed.

**10.2.** Where other locations for a utility line to span an obstruction prove to be difficult, present a danger to public, or interfere with traffic, consideration will be given for attaching the utility line to a bridge structure by a method acceptable to and approved by the Department. Since highway structure designs and site conditions vary, the adoption of a standard method to accommodate utility facilities is not feasible but the method employed should conform to



logical engineering considerations for preserving the highway, its safe operation, maintenance, appearance and shall conform with the Department's standard practices and design including the Department's seismic standards. For new construction the utility company or its representative shall coordinate with the bridge designer about the details and loadings for the requested utility attachment during the preliminary design of the structure. Should the utility attachment request be submitted late in the design process it may result in rejection due to the time constraints and additional expense to the Department of which no benefit is received. Also during the construction of new bridges, the Utility Company will review and approve shop drawings for the utility attachment and provide the necessary technical support and inspectors as a result of the attachment. Utility line(s) shall not be attached to the outside edge of the bridge where the structure crosses another highway or where aesthetics is a concern. The attachment shall be between the exterior beam and the first interior beam. Utilities are not permitted under the approach slabs. Utility line(s) may be attached to the outside edge of the bridge if the structure does not cross another highway or where aesthetics is not a concern, provided the weight of the attachment does not exceed 110 pounds per foot. Utility line(s) cannot hang below the bottom of the beams or below the bottom of the deck on flat slab bridges. Utility line(s) cannot be attached to the bottom of concrete flat slab. No field welding is allowed on steel beams and no field drilling is allowed on concrete beams or steel beams. For new construction, all attachments to concrete shall be made with threaded inserts that are cast into the concrete. For existing structures, attachments may be made using adhesive anchors that comply with the requirements of the Department. Attachment hardware shall be galvanized or stainless steel. For new construction, if the Department must increase the bridge capacity or extend elements such as bent caps to support a utility, the Utility Company must pay for the additional design and construction costs.

- 10.3. The general controls for providing encasement, allied mechanical protection, and shut-off valves used should be followed for pipeline attachments to bridge structures. (See Chapter on Pipelines)
- 10.4. Where a pipeline attachment to a bridge is cased, the casing shall be effectively opened or vented at each end to prevent possible buildup of pressure and to detect leakage of fluids.
- 10.5. Where a casing is not provided for a pipeline attachment to a bridge, additional protective measures shall be taken. Such measures shall employ a higher factor of safety in the design,

construction, and testing of the pipeline than would normally be required for cased construction.

- 10.6. Gas lines, sewer lines, and electric power line installations on structures will not be considered.
- 10.7. Encroachment Permits shall include detailed plans, specifications and design calculations signed and sealed by a registered P.E. in South Carolina indicating at a minimum the location, the weight per linear foot of the utility, any encasement proposed, its weight per linear foot, live loads, dead loads, wall thickness of the all pipes, minimum and maximum operating pressures, etc. Details on the method of attachment to the bridge as well as location shall be provided. Placement of utilities on existing structures shall receive approval of the Bridge Maintenance Engineer prior to the approval of the encroachment permit and the Regional Production Engineer shall approve the installation of utilities on all new structures.
- 10.8. All costs of installing and maintaining any utilities attached to the bridge structures shall be at the expense and effort of the utility company. Failure to maintain such utility in an acceptable manner shall be grounds for revoking the encroachment permit and removal of the utility at the utility company's expense. Any damages or adverse impacts to the structural integrity of the structure resulting from installation or maintenance of the utility will be corrected at the expense and effort of the utility company.

## **Chapter 11: Scenic Enhancement**

- 11.1. The type and size of utility facilities and the manner and extent to which they are permitted along or within highway right-of-way can materially alter the scenic quality, appearance, and view of highway roadsides and adjacent areas. For these reasons additional controls are applicable in certain areas that have been acquired or set aside for their scenic quality. Such areas include scenic strips, overlooks, rest areas, recreation areas, the right-of-way of highways adjacent thereto, and the right-of-way of sections of highways which pass through public parks and historic sites.
- 11.2. New underground utility installations may be permitted within such lands where they do not require extensive removal or alteration of trees or other natural features visible to the highway user or if they do not impair the visual quality of the lands being traversed.



- 11.3. New aerial installations shall not be used at such locations where there is feasible and prudent alternative to the use of such lands by the aerial facility. Where this is not the case, aerial facilities shall be considered only where:
- 11.3.1. Other locations are unusually difficult and unreasonably costly, or are more undesirable from the standpoint of visual quality,
- 11.3.2. Undergrounding is not technically feasible or is unreasonably costly, and
- 11.3.3. The proposed installation can be made at a location and will employ suitable designs and materials which give adequate attention to the visual qualities of the area being traversed.
- 11.3.4. These controls shall also be followed in the location and design of utility installations that are needed for a highway purpose, such as for continuous highway lighting, or to serve a weigh station, rest or recreational area.

## **Chapter 12: Miscellaneous**

### **12.1. Preservation, Restoration and Cleanup**

### **12.2. Disturbed Areas**

- 12.2.1. All land disturbing activities on right-of-way of the Department must be performed in a manner that erosion is controlled and sediment is retained on the site to the maximum extent feasible and storm water is managed in a manner such that neither any significant on-site nor off-site damage and/or problem is caused or increased.
- 12.2.2. Construction plans for work to be performed on the Department right-of-way must include designs to manage storm water runoff and control erosion and sedimentation using state-of-the-art practices.
- 12.2.3. Prior to the start of construction, the permittee must submit in writing to the Engineer, for approval, his schedule for the accomplishment of temporary and permanent erosion and sediment control and storm water management for the work to be performed. This is not necessary for service connections.
- 12.2.4. During construction, work must be scheduled and conducted in such a manner as to minimize soil erosion and control runoff, with



particular attention to prevent contamination and depositing of sediment in adjacent streams, watercourses, lakes, ponds and other water impoundments or onto adjacent properties, and to prevent on-site and off-site damage from storm water runoff. Temporary and permanent measures to control erosion and sedimentation and manage storm water runoff must be carried out in conjunction with clearing, grubbing and other earthwork operations and throughout the life of the project. Temporary measures such as berms, dikes, slope drains, terraces, earth rolls, sedimentation basins and temporary seeding must be provided until permanent drainage facilities and erosion control features are completed and operative. Permanent devices or measures such as culvert pipes, terraces, gutters, bituminous curbs, permanent slope drains, riprap and permanent vegetation must be used and must be incorporated as soon as feasible.

**12.2.5.** The permittee must periodically inspect work performed to insure that the necessary erosion control measures are implemented and are adequate for the needs of the site and affected off-site areas. Additional measures will be implemented in the event that the measures included in the plan are not sufficient to adequately control erosion and sedimentation and manage storm water runoff.

**12.2.6.** It will be the responsibility of the permittee to maintain the disturbed areas until permanent erosion control measures are in effect and functioning satisfactorily.

**12.3. Drainage**

**12.3.1.** Care shall be taken in utility installations to avoid disturbing existing drainage facilities. Underground utility facilities shall be backfilled with pervious material and outlets provided for entrapped water. Underdrains shall be provided where necessary. No jetting or puddling shall be permitted under the roadway.

**12.4. Spraying, Cutting and Trimming of Trees**

**12.4.1.** The utility shall be prohibited from such activities unless written permission is given through an encroachment permit by the Deputy Secretary of Engineering or his designees'. In general, where permission is given only light trimming shall be permitted. When the removal of a tree is permitted, the stump shall either be cut to the ground or be removed and the hole properly backfilled, as determined by the Department. All debris, refuse and waste shall be removed from the site.

**12.5. Safety and Convenience**

**12.6. Control of Traffic**

**12.6.1.** Traffic controls for utility construction and maintenance operations shall conform to the [Manual on Uniform Traffic Control Devices for Streets and Highways \(MUTCD\)](#), latest edition. All construction and maintenance operations shall be planned with full regard to safety and to keep traffic interference to an absolute minimum. No open excavation within 15 feet of the travel lane is permitted unless the contractor is actively working on the site. The open excavation must be covered or install and maintain a temporary a concrete barrier wall whenever not actively engaged in work activities directly related to the excavation or not present at the site of the excavation ([See Section 601.4.5 of the Standard Specification For Highway Construction](#)). On heavily traveled highways, construction operations interfering with traffic shall not be allowed during periods of peak traffic flow. Any such work must be planned so that closure of intersecting streets, road approaches, or other access points is held to a minimum.

**12.6.2.** The utility firm or permittee shall provide, erect and maintain all necessary barricades, lights, danger signals, signs and other control devices, provide qualified flaggers and watchmen where necessary; shall take all necessary precautions for the protection of the work, the warning that work is under construction, and the safety of the public. Suitable advance warning signs shall be erected in advance where operations interfere with the use of the road by traffic. Lane closures (or partial closures) will not be permitted unless provided for in the permit. Where a lane (or a portion of a lane) is closed, traffic control devices and flaggers shall be used in accordance with the MUTCD. All barricades, signs and traffic control devices shall conform to the requirements of the MUTCD.

**12.6.3.** When equipment is not in use on urban roadways with limited right-of-way and on rural roadways, store material and equipment not closer than 15 feet from the near edge of the adjacent travel lane when space is available. Whenever space is limited and the 15 foot clear distance is not available, store material and equipment at the greatest possible distance from the near edge of the travel lane and supplement the complete length of the storage area with portable plastic drums spaced at 5-foot intervals. On Interstate highways do not store material and equipment closer than 30 feet from the near edge of the adjacent travel lane.



12.6.4. The Department may suspend the work if traffic control devices are not used and maintained in accordance with these provisions.

12.6.5. All contractors, sub-contractors, utility company employees and their sub-contractors performing work on the right-of-way must wear safety vest and hardhats as outlined in the [Manual on Uniform Traffic Control Devices for Streets and Highways \(MUTCD\)](#).

## 12.7. **Permanent Markers**

12.7.1. Permanent markers identifying the horizontal and vertical locations of new underground utilities, both crossings and longitudinal installations, shall be placed, where appropriate, by the utility. Markers shall be installed in such a manner as to not interfere with highway maintenance operations, preferably at the right-of-way line.

## 12.8. **Records**

12.8.1. Records shall be maintained by the utility owner that describe the utility, usage, size, configuration, material, location, height or depth, and any special features such as encasement. This information should be in a reproducible form available to other utilities and highway agencies.

12.8.2. The utility owner shall also submit to the local RME and the State Utility Engineer as-built drawings of all underground installations within the Department's right-of-way within sixty days (60) of completion of the permitted work.

## 12.9. **Construction Identification of Utilities**

12.9.1. When it is likely that construction or maintenance activities will involve underground utilities, provisions of the S. C. Code of Laws Title 58, Chapter 35 entitled "Underground Utility Damage Prevention Act" of 2011 shall be followed. The location of each underground utility shall be identified by the respective owners with stakes, paint or other temporary on the surface markings, color coded by utility type. The Markings shall be in accordance with the APWA uniform color code system for making underground utility lines which is as follows:

12.9.1.1. **Red:** Electric power lines, cables, or conduits and lighting cables – distribution and transmission, municipal electric systems.



- 12.9.1.2.**      **Yellow:** Gas, oil, steam, petroleum or gaseous Materials pipelines - distribution and transmission, all pipelines carrying hazardous or dangerous materials including petroleum products, steam and compressed air or compressed gases.
- 12.9.1.3.**      **Orange:** Communications lines including telephone and telegraph systems, police and fire communications, cable television.
- 12.9.1.4.**      **Blue:** Potable water systems and slurry pipelines.
- 12.9.1.5.**      **Green:** Storm and Sanitary Sewers.
- 12.9.1.6.**      **Purple:** Radioactive material. Reclaimed water, irrigation and slurry lines.
- 12.9.1.7.**      **Pink:** Temporary survey markings
- 12.9.1.8.**      **White:** Proposed excavation

## **Chapter 13:      Construction Techniques**

### **13.1.      Trenched Construction and Backfill**

- 13.1.1.**      In trenched construction, bedding is the suitable soil or material which is prepared to support the pipe. Backfill is the material refilling the remainder of the trench which consists of suitable soil or roadway materials. Often times soils removed from the trench during excavation of the trench are not suitable for backfill soil. If the backfill soil is unsuitable then the RME can require the placement of flowable fill. From the highway viewpoint, the essential features for trench and backfill construction are: (a) restoration of the structural integrity of entrenched roadbed; (b) security of the pipe against deformation likely to cause leakage; (c) assurance against the trench becoming a drainage channel; and (d) assurance against drainage being blocked by the backfill. The integrity of the pavement structure, shoulders, and embankment slopes are of primary concern.

### **13.2.      Controls for Trenched Construction**

- 13.2.1.**      The trench shall be cut to adhere to OSHA requirements. The vertical faces shall be shored meeting OSHA requirements, where necessary, and lateral and vertical support must be provided for all existing facilities and structures. Excavation shall follow the criteria outlined in [\(See Chapter on Accommodations\)](#). All fill soils and

excavated soils shall be placed on the side of the trench away from the pavement. The pavement will be kept clean of mud, debris, etc.

- 13.2.2.** Bedding shall be provided for six (6) inches or  $\frac{1}{2}$  the diameter of the pipe whichever is less. Bedding shall consist of granular material free of lumps, clods, stones, and frozen material and prepared to provide the pipe with uniform support throughout its length. Unstable soils and rock ledges should be sub-excavated from the bedding zone and replaced by suitable material.

- 13.2.3.** Backfilling of trenches is to be accomplished immediately after placement of the pipe. Trenches will not be left open during hours of darkness. Backfill is to be placed in six (6) inch layers or less with each layer being thoroughly tamped and compacted. Care should be exercised to thoroughly compact the material around and over the pipe. Each layer will be compacted to a density of 95% as determined by AASHTO Method T-99. All work shall be performed to the satisfaction of the Department. Trench soil (or a substituted suitable material used for backfill) must be capable of producing required compaction.

**13.3. Pavement Cuts**

- 13.3.1.** No open cuts in the pavement will be permitted except by permission of the Department. Where pavement is to be cut, the work shall be done in clear weather when traffic is lightest. Materials and methods of compaction shall be adapted to achieve prompt restoration of traffic service. Signing and warning devices will be supplied by the utility company or its contractor and will be in compliance with the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#). Traffic will be maintained at all times and lane closures will only be permitted after a traffic control plan is approved. Driveways will be maintained so as to permit ingress and egress to properties adjacent to the roadway. Blocking or closing of a driveway will not be permitted without the approval of the property owner. Restoration will be performed as shown in Figure 4 or as specified by the Department.

**13.4. Pavement Repairs**

- 13.4.1.** The entire affected surface of asphalt roadways will be overlaid one year after initial restoration of pavement on all longitudinal cuts or if three (3) or more perpendicular cuts are made within a 200 foot section of roadway unless the road is scheduled to be resurfaced or in dire need of resurfacing. The Department at the time of the encroachment permit application will determine the need and extent



of resurfacing required by the permittee. Initial restoration shall be maintained in good condition by the permittee for the period prior to resurfacing and repairs as necessary shall be made immediately upon discover. The Department will inspect the initial repair to insure it is in satisfactory condition prior to resurfacing. Where the pavement cut is not to be resurfaced, it will be maintained for two (2) years or until the cut is satisfactorily restored.

**13.4.2.** Base and surfacing for asphalt driveway repairs shall consist of six (6) inches of stabilized aggregate base course and 150 pounds of asphalt concrete surface course unless otherwise specified by the local Resident Maintenance Engineer.

**13.4.3.** Techniques that may be used for installing pipeline under a highway without disturbing the surface are indicated below:

**13.4.3.1. Driving:** A small pipe with a pilot shoe can be driven through compressible soils by a steady thrust, hammering, or vibrating. A casing or corrosion resistance carrier must be used.

**13.4.3.2. Coring:** A small casing without pilot shoe can be drilled into more difficult soil, which enters the pipe as it advances. The core is removed by sluicing during or after drilling.

**13.4.3.3. Boring:** Larger pipes can be jacked through oversize bores carved progressively ahead of the leading edge of the advancing pipe as spoil is mucked back through the pipe.

**13.5. Controls**

**13.5.1.** Un-trenched construction shall be required as described in the section on Encasement and Allied protection. ([See Chapter on Methods of Protection](#))

**13.5.2.** Portal limits (temporary access points, bore pits, etc.) of pipeline crossings shall be established safely beyond the surfaced area of the highway so as to avoid impairing the roadway during installation of the pipeline. The near edge of portals shall be beyond the controlled access line on controlled access highways and no closer than five (5) feet on conventional highways. Adequate protection and warning devices will be provided while the portal is open. Bulkheading is required on any location nearer than five (5) feet or where the horizontal distance from the edge of pavement is less than the vertical differences in elevation between the surfaced area of the highway and the pipeline. ([See Figure 5](#))



## **13.6. Utility Tunnels and Bridges**

**13.6.1.** A utility tunnel or a bridge occasionally is provided for a pipeline crossing a freeway at a strategic location. Where it can be foreseen that several utility crossings will be needed, the cost of the tunnel (either a large casing or a box culvert) or of the bridge, may be less than that for the alternate of several untrenched or separately encased pipelines. Where these conditions exist, adequate study is to be made by the utilities to anticipate their needs for future crossings and to converge their facilities to a joint use single crossing.

**13.6.2.** In a combined tunnel or bridge, provisions shall be made to isolate mutually hazardous transmittants, such as fuels and electric energy, by compartmentalizing or by auxiliary encasement of incompatible carriers.

**13.6.3.** The utility-tunnel or utility-bridge structure shall conform with the Department's standard practices and design including the Department's [seismic standards](#).

## **13.7. General**

**13.7.1.** Subject to safety regulations adopted by the State or the Federal Government, the following precautionary measures shall be used for pipeline installations:

**13.7.1.1.** Pipeline installation permits shall specify the class of transmittant, the maximum working, test, or design pressures, and the design standards for the carrier.

**13.7.1.2.** When it is anticipated that there will be a change in the class of transmittant or an increase in the maximum design pressure specified in the permit, the utility shall be required to give the Department advance notice and obtain approval for such changes. The notice shall specify the applicable codes to be used.

## **13.8. Overhead Electric Power and Communications**

**13.8.1.** Except in extreme cases, and then only with specific authorization, longitudinal installations of overhead lines on the highway right-of-way shall be limited to single pole type construction.

**13.8.2.** Unless not practical, joint use single pole construction shall be followed, as indicated in the National Electric Safety Code, latest edition, at locations where more than one utility or type of facility is

involved. This is of particular significance at locations where right-of-way widths approach the minimum needed for safe operations or maintenance requirements or where separate installations may require extensive removal or alteration of trees.

### **13.9. Underground Electric Power and Communications**

**13.9.1.** Where it is acceptable to both the utility and the SCDOT, underground crossings of the highway may be installed with protective conduit. All installations under roadways shall be by the directional drilling method, jack and bore or another approved method. Open cuts will not be allowed on any state maintained highway.

**13.9.2.** The protective conduit of duct bank shall comply with the technology used to install the conduit for example the jack and bore technology will require a steel casing and the directional drilling technology can use high and medium density polyethylene pipe or an approved equal. Where appropriate, the encasement shall extend to the access control lines, to the outside of the frontage roads, or to an indicated line that allows for future widening of the highway. On conventional highways, the encasement shall extend six (6) feet beyond the edge of pavement or two (2) feet behind the outer curb line.

**13.9.3.** Consideration shall be given to encasement or other suitable protection for any wire or cable facilities (a) with less than minimum bury, (b) near footings of bridges or other highway structures, or (c) near other locations where there may be a hazard.

**13.9.4.** Where uncased bored installations are proposed by the utility, the utility shall be required to furnish information as to the controls and construction methods to be employed, before the proposed installations are considered by the Department. This is to ensure the necessary protections of the utility facility and the integrity and operation of the highway.

## **Chapter 14: Utility Agreements**

### **14.1. General**

**14.1.1.** Utility Agreements will be required for all construction projects where the utility demonstrates they have prior rights. Should the utility company not have prior rights then they must complete and submit an encroachment permit for approval. Where the utility has



both prior rights and has poles encroaching on the right-of-way a utility agreement and an encroachment permit will be required. The Department will reimburse the utility for all cost associated for the in-kind relocations where the utility has prior rights as outlined in CFR 23 Section 645.

- 14.1.2. The utility will provide proof of prior rights in the form of a copy of easements, deed and plat information, documentation supporting prescriptive rights.
- 14.1.3. The utility does not have to supply the easement documentation for all landowners located on the project but must, as a minimum, supply documentation of at least one easement for land at the beginning and terminus of the project as well two properties in the middle of the project area. However, if a pole location is questioned the utility must supply the easement documentation for all locations questioned.
- 14.1.4. In addition to the above the utility must provide prior rights information for each landowner on both sides of the roadway where the utility crosses the roadway.
- 14.1.5. All prior rights information must have the legible execution date, if the utility is relying upon an express easement to establish prior rights.
- 14.1.6. Two original legible signed (with printed name) utility agreements (Form 3068-A) must be submitted along with relocation sketches showing the Department station numbers, existing facilities, proposed facilities, a detailed estimate (Form 3068-B) with a detailed list of facilities to be removed and facilities to be installed.
- 14.1.7. After the utility agreement is submitted, approved, work begins and the utility company realizes a cost increase is required the company must submit in a timely manner a letter explaining the increase and requesting approval by the Department. The Department upon review and agreement will issue a letter authorizing the increase to the utility agreement.
- 14.1.8. All invoices must be submitted with detailed documentation backing up the expenditures. The invoice requires a certification stamp by the utility company stating that the charges are true and correct and all subcontractors have been paid and charges are in conformity with the utility agreement with a signature by the authorized representative of the company.



- 14.1.9. Progress payments are recommended however invoices must be greater than \$2500.00 except for the final invoice.
- 14.1.10. The utility company can submit a lump sum agreement provided it does not exceed \$25,000. All documentation outlined in [14.1.6](#) is still applicable.

## **Chapter 15: Encroachment Permits**

### **15.1. General**

- 15.1.1. The Department must issue a permit before any utility is installed or any other work is performed on State right-of-way. This applies to both aerial, aerial encroachment and underground installations, except as noted in this policy. [Encroachment Permit Form](#) may be obtained from the local Resident Maintenance Engineers or District Engineering Administrator's offices or on the SCDOT website ([www.scdot.org](http://www.scdot.org)). The Resident Maintenance Engineer must consult with the Resident Construction Engineer to determine if any construction activities are planned on the roadway for which the encroachment permit will be issued.

### **15.2. Application**

- 15.2.1. Encroachment Permit Form applies to public utility companies only. When applying for permission to use the Department's right-of-way for the construction and maintenance of these public service utility lines along or across a State highway, the applicant must submit two original Encroachment Permit Form, all supporting documentation and five (5) copies of accompanying sketches. Unless extremely impractical, all sketches should be letter size in order to conserve space when filing. All documentation for electronic submittals must be in the Adobe or other acceptable formats.
- 15.2.2. [Encroachment Permit Form](#) applies to all other types of encroachments and in this case, applicants need to submit the Encroachment Permit Form and five (5) copies of appropriate letter size sketches. The application should contain at a minimum a concise description of the work to be performed along with a plan view showing a north arrow, the pavement width, ditch line, the controlled access line if applicable, distance from the nearest intersecting road, the right-of-way lines and the location of the work to be performed as referenced to both the edge of the pavement,

the right-of-way line and any drilling pit locations. The utility shall remain responsible for all abandoned utility facilities. The abandoned facility must be capped at both ends. The Department on reasonable notice may require the removal of abandoned utility facilities and restoration of the right of way, when necessary to (1) avoid interference with the operation, maintenance or reconstruction of the highway or (2) comply with the legal obligation to remove such lines at the demand of a landowner with superior property rights to the Department's or utility's easement.

**15.3. Processing**

**15.3.1.** All applications shall be submitted to the local Resident Maintenance Engineer who will in return issue those so authorized by the District Engineering Administrator. Those beyond his purview will be forwarded to the District Engineering Administrator for review and issuance. Permits that cannot be issued by the District Engineering Administrator shall be forwarded to the Deputy Secretary of Engineering.

**15.3.2.** Once the application is signed by both applicant and the Deputy Secretary of Engineering or his designee, it is the approved permit. Of the executed two originals, one is to be retained by the applicant; one (1) copy is to be retained by the District office, the other original to be retained by the Resident Maintenance Engineer, and one (1) copy of permit only is maintained in the Utilities Office General File in Columbia, South Carolina.

**15.3.3.** Where roadway construction is proposed or in progress and where a utility agreement ([Form 3068-A](#)) for relocation of utilities is required, applications for encroachment permits will not be required in the area covered by the agreement. Where new utilities are to be placed on the right-of-way of a road under construction, a permit is needed.

**15.4. Activities Not Requiring Encroachment Permits**

**15.5. Overhead Installation**

**15.5.1.** A permit will not be required for aerial service connections only from an existing distribution line on Department Right-of-Way unless it is anticipated that there will be an interference with the normal flow of vehicular traffic on or along the highway or when replacing an existing pole on the Department's right-of-way. Any new pole installations will require a permit.



## **15.6. Underground Installation**

**15.6.1.** A permit will not be required for a service connection from a distribution line on Department Right-of-Way where there is to be no excavation closer than five (5) feet to the paved roadway on a Primary Route or a Secondary Road with a high volume of traffic, or where there is to be no excavation closer than three (3) feet to the paved roadway on Secondary Roads with a low volume of traffic. If the installation will involve undue interference with the normal flow of vehicular traffic, drainage facilities or appurtenances are affected, or a roadway crossing is involved, a permit will be necessary.

## **15.7. Maintenance**

**15.7.1.** A permit will not be required for normal maintenance such as replacing existing poles (if the utility company replaces three consecutive poles a new permit will be required), cables, pedestals, marker, etc. unless such repairs will entail alterations of normal traffic flow or the maintenance activities require the relocation of the existing utility.

**15.7.2.** Emergency Repairs will require an encroachment permit be submitted within 48 hours of the repair and the utility company must notify the Resident Maintenance Engineer as soon as possible. If the repair occurs at night then the notification will be the first thing the next morning. If the utility does not submit the permit within 48 hours then the Department can require the utility to remove all fill material and backfill with flowable fill or other approved materials. Any alterations to traffic flow or lane closures must be in accordance with the [MUTCD](#), latest edition.

## **15.8. Liability and Controls**

**15.8.1.** To the extent required by law, the permittee agrees, and bind his heirs, successors and assigns, to assume any and all liability the Department might otherwise have in connection with accidents, injuries to persons, or damage to property (including the highway) that may be caused by the construction, maintenance, use of, as well as moving or removing of the encroachment contemplated. To the extent required by law, the permittee shall further agree to indemnify this Department for any liability incurred, injury or damage sustained by reason of the past, present, or future existence of said encroachment.



**15.8.2.** To the extent provided by law the Department, its Engineers, officers or employees shall not be held responsible or liable for injury or damage that may occur to facilities covered by the permit or to any connection or connection thereto by reason of highway maintenance and construction activities or highway contractor or permittee operations.

**15.8.3.** During the initial installation and construction or during any miscellaneous operations, the Applicant shall at all times maintain such flaggers, signs, lights, barricades and other safety devices as the Engineer may reasonably deem necessary to properly guide and protect traffic upon the highway, and to warn and safeguard the public against injury or damage. As a minimum, the permittee must comply with the [MUTCD](#), latest edition. The permittee shall provide a watchman, as required, to maintain said signs, lights, barricades and other safety devices during non-working hours, and shall provide the Department the telephone number and/or address of such watchman so that he may be contacted if needed or in the event of an emergency.

**15.8.4.** The permittee shall conduct his operations so there will be a minimum of interference with, or interruption of traffic upon and along the highway. This applies to both the initial construction and continuing maintenance and operation of facilities. Except in emergencies, there shall not be a lane closure until a satisfactory plan for handling traffic has been approved by the Department. The Department reserves the right to prohibit any work that may interfere with traffic movement during time of peak traffic flow. The Department reserves the right to inspect the work of the permittee to insure compliance with the permit. The permittee will be required to properly repair the roadway and maintain the repaired or disturbed area for two years. If the Department finds before two (2) years have passed that repairs have deteriorated, the Department will give notice to the permittee for him to make necessary repairs within a period of time specified by the District Engineering Administrator. Should the repairs not be made, the Department will make or have made the necessary repairs to protect the roadway. If the Department is required to incur expense to insure compliance with the permit due to inadequate control procedures by the permittee or necessary repairs, they will be borne by the permittee.

When requested in writing by the Engineer, the applicant or his contractor shall furnish, for the period of time required for the complete installation of the facilities authorized by the permit, including the repair and restoration of the highway facilities, and also during such future periods of time when operations are

performed involving the repair, relocation or removal of said facilities authorized by the permit, a surety bond in the amount specified in the special provisions of the permit. The requirement for the bond and the amount of the bond shall be recommended by the District Engineering Administrator and approved by the Deputy Secretary of Engineering. The bond shall be written by a Surety Company duly qualified and licensed to do business in the State of South Carolina. No work shall be commenced under the permit until the said bond has been submitted and approved by the Department. Form No. 739 contained in the Appendix D or another form satisfactory to the Engineer may be utilized where numerous permits are anticipated by one applicant, the engineer may allow a permittee to furnish a bond on an ongoing basis to cover all permits issued to the permittee. The period bond shall be in an amount, not to exceed 115 percent of the anticipated work, recommended by the District Engineering Administrator and approved by the Deputy Secretary of Engineering.

## **Appendix A: Statutes**

### **Statutes and Regulations Relating to Accommodation of Utilities on Highway Rights of Way and Encroachments on Highway Rights of Way**

#### **Statutes, South Carolina Code of Laws (1976), as amended:**

- 48-18-70(4).** SCDOT must promulgate regulations for erosion and sediment reduction and storm water management on land and land disturbing activities under the jurisdiction of the Department.
- 57-5-810.** Extent of construction and maintenance of State highways in municipalities; city utilities.
- 57-5-840.** Alterations by municipality of State highway facilities and any use made by the city of the highway or highway rights of way for city utilities shall be subject to approval of the Department.
- 57-5-1080.** Permit required to open private driveway or side-road entrance or exit to primary highway.
- 57-5-1090.** Issuance or denial of permits; conditions; providing access or frontage roads.
- 57-5-1640.** Contracts with railroad companies and property owners or lessees for constructing crossings and moving, clearing, rearranging or relocating public utilities.
- 57-7-50.** Cutting trenches or laying pipes or tracks in State highways or bridges; permit required.
- 57-7-60.** Excavating in highways not in State highway system; permit from county supervisor required.
- 57-7-70.** Permit not required for municipality owning waterworks or sewage outside limits.
- 57-7-210.** Unlawful to obstruct highways (to include rights of way).
- 58-7-10.** Rights, powers and privileges of telegraph and telephone companies conferred on pipeline companies.
- 58-7-20.** Rights, powers and privileges of telegraph and telephone companies conferred on water companies.
- 58-9-2020.** Authorization to construct, maintain and operate telegraph or telephone company lines under, over, along and upon any of the highways or public roads of the State.



- 58-12-10.** Installation of television cable over or beneath public lands, highways, roads or waters.
- 58-27-130.** All the rights, powers and privileges conferred upon telegraph and telephone companies under 58-9-2020 are granted unto electric lighting and power companies.
- 58-29-60(8).** Rural electrification authority shall have power to construct or place any part of a system across, in or along any street or public highway without obtaining any franchise or other permit therefore.
- 58-29-100.** Restoration of road along which system is constructed by rural electrification authority; effect on liability of the Department.

**Regulations, Code of Laws of South Carolina (1976), as amended:**

- R.63-380.** Standard plan for erosion, sediment and storm water runoff control.

**Federal Codes:**

U.S. Department of Transportation, Federal Highway Administration. Code of Federal Regulations. Title 23, Part 645-Utilities. FHWA. Washington, D.C.

## Appendix B: Pipelines

Figure 1 – Example of Features for Encased Pipeline Crossings

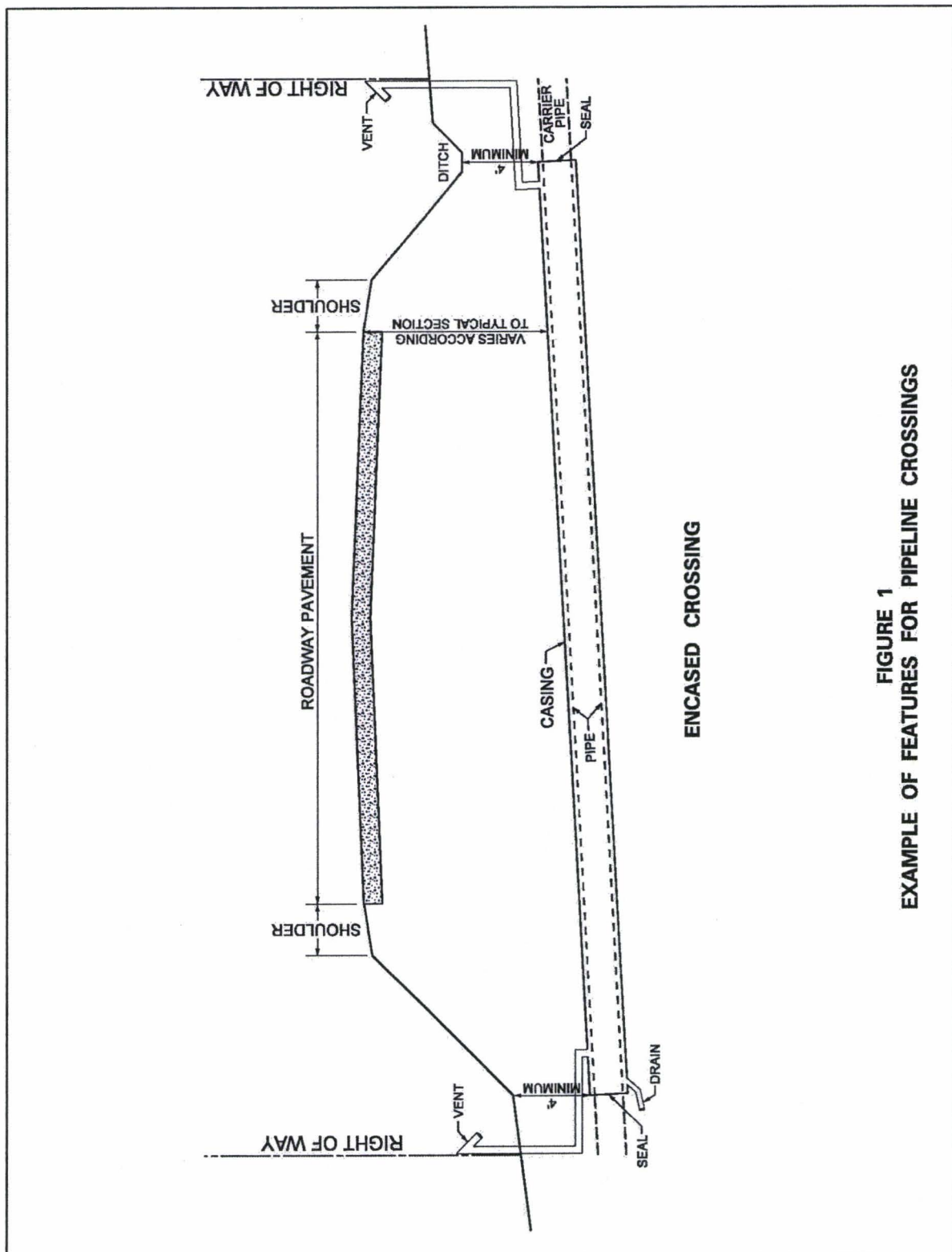


FIGURE 1  
EXAMPLE OF FEATURES FOR PIPELINE CROSSINGS

## Appendix B: Pipelines

Figure 1A – Example of Features for Unencased Pipeline Crossings

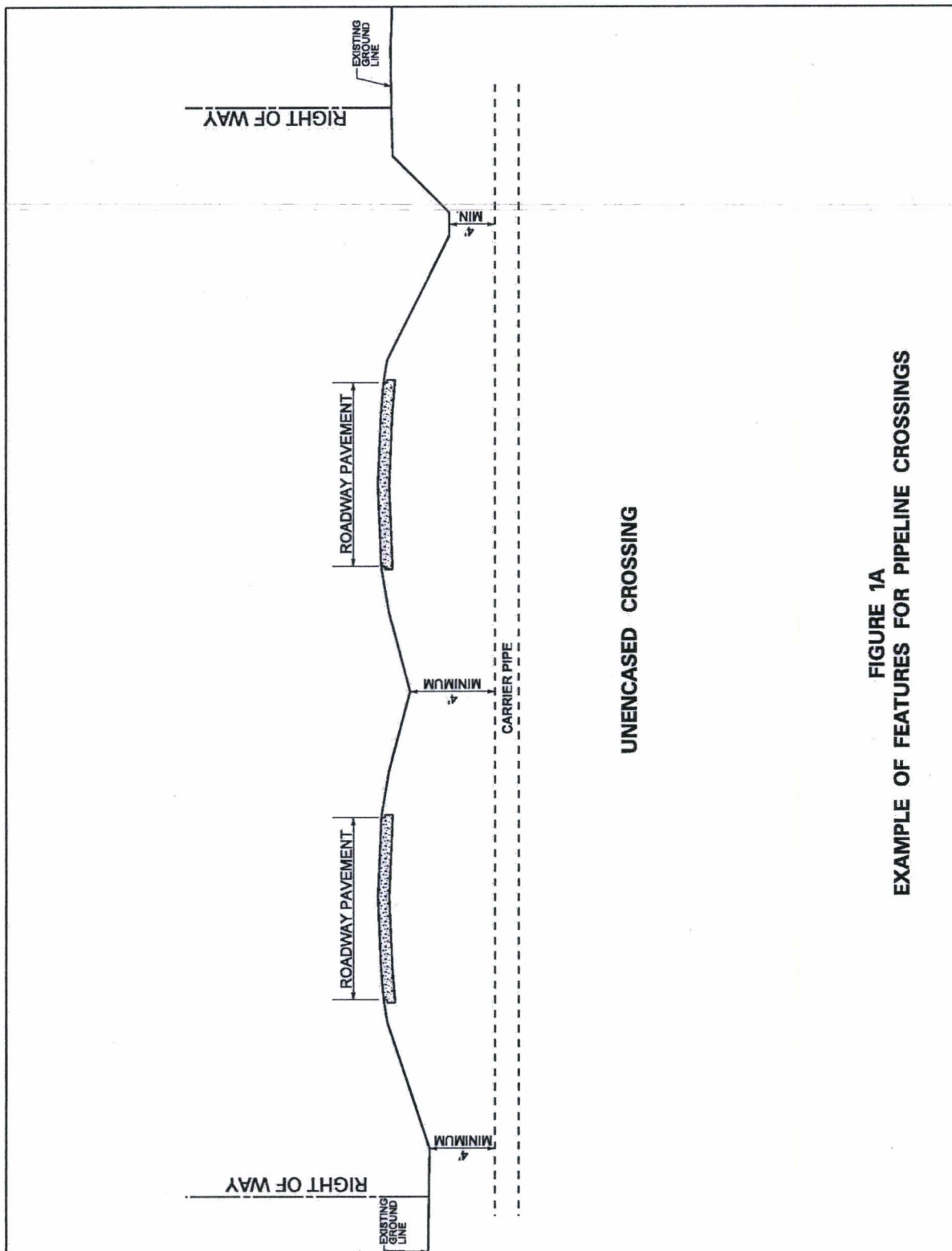
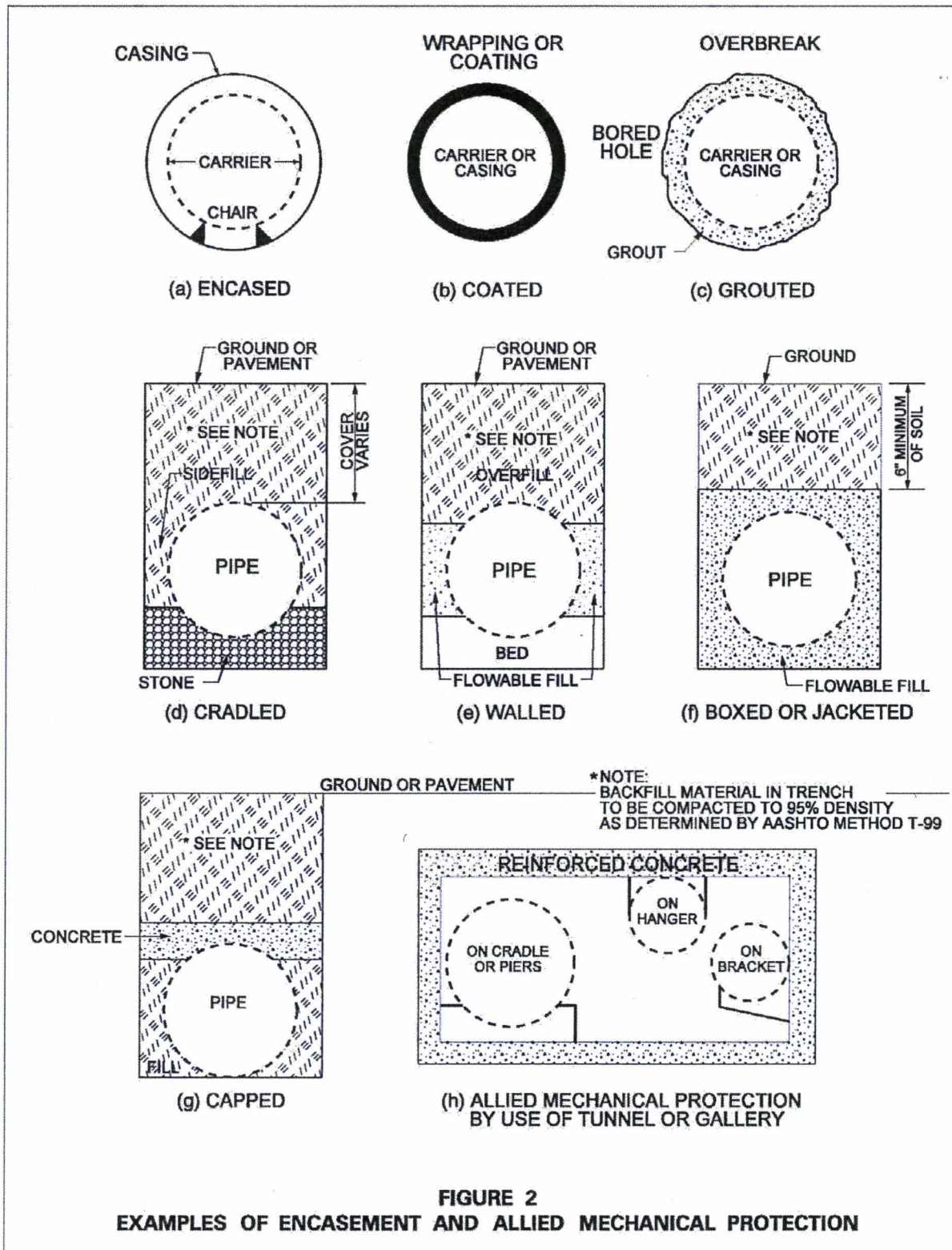


FIGURE 1A  
EXAMPLE OF FEATURES FOR PIPELINE CROSSINGS



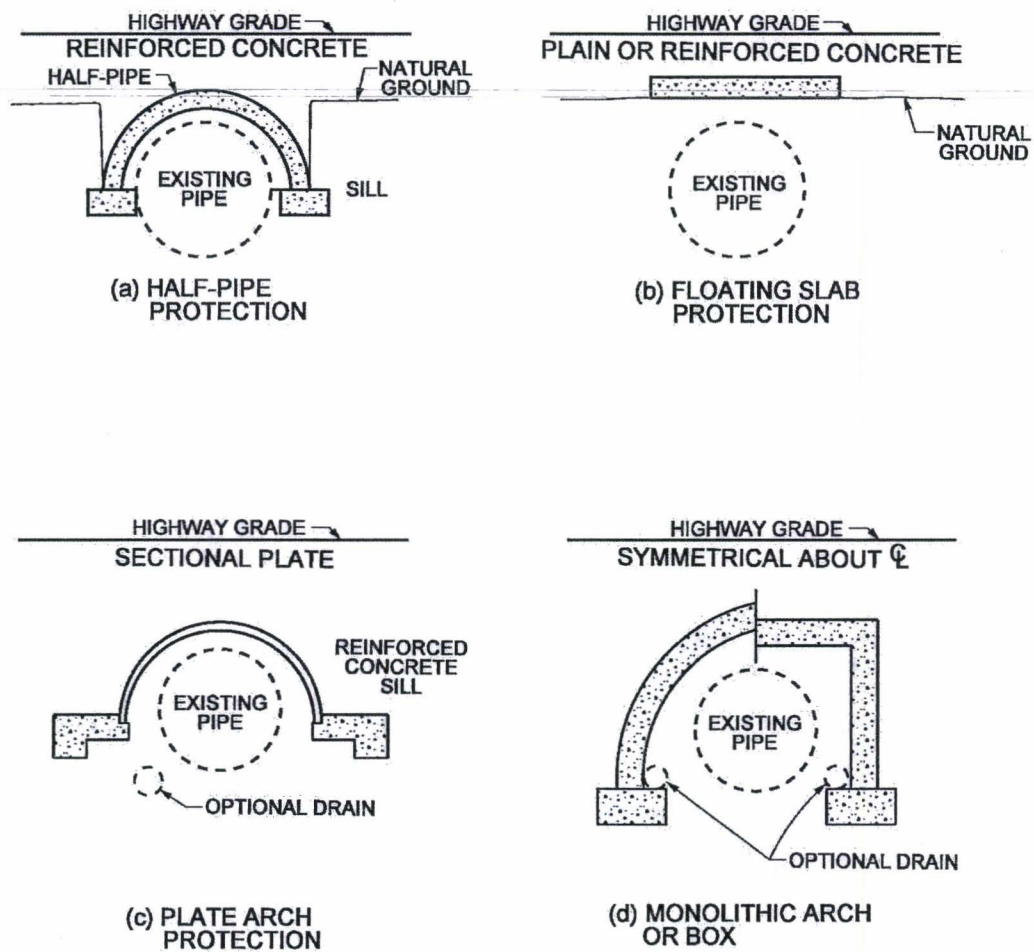
## Appendix B: Pipelines

Figure 2 – Examples of Encasement and Allied Mechanical Protection



## Appendix B: Pipelines

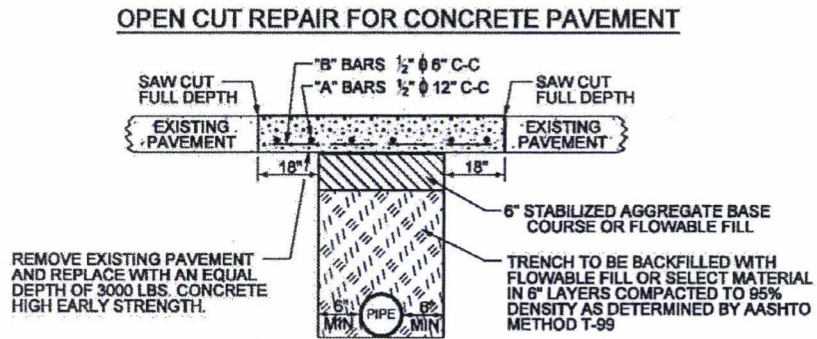
Figure 3 – Examples of Protection of Existing Pipelines



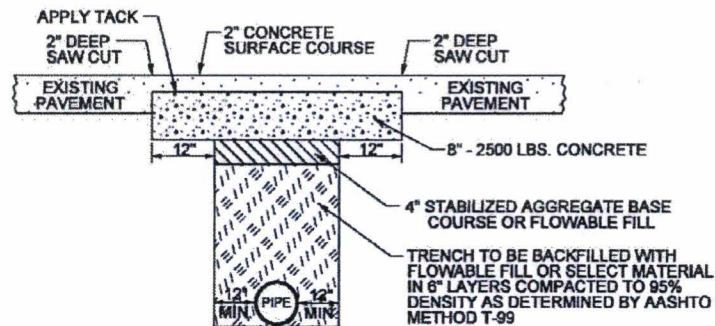
**FIGURE 3**  
**EXAMPLES OF PROTECTION OF EXISTING PIPELINES**

## Appendix B: Pipelines

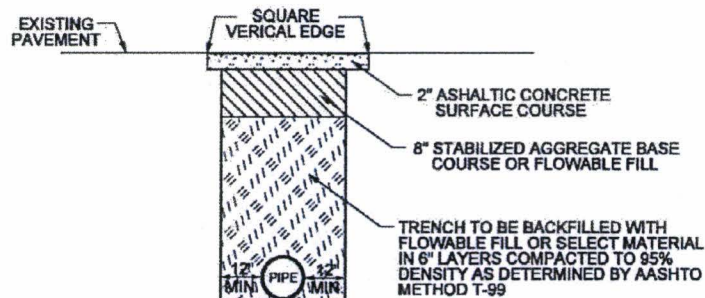
### Figure 4 – Pavement Repairs



#### OPEN CUT REPAIR FOR HIGH VOLUME ASHALT PAVEMENT



#### OPEN CUT REPAIR FOR LOW VOLUME ASHALT PAVEMENT



**FIGURE 4  
PAVEMENT REPAIRS**



## Appendix B: Pipelines

Figure 5 – Detail for Boring Pit Location

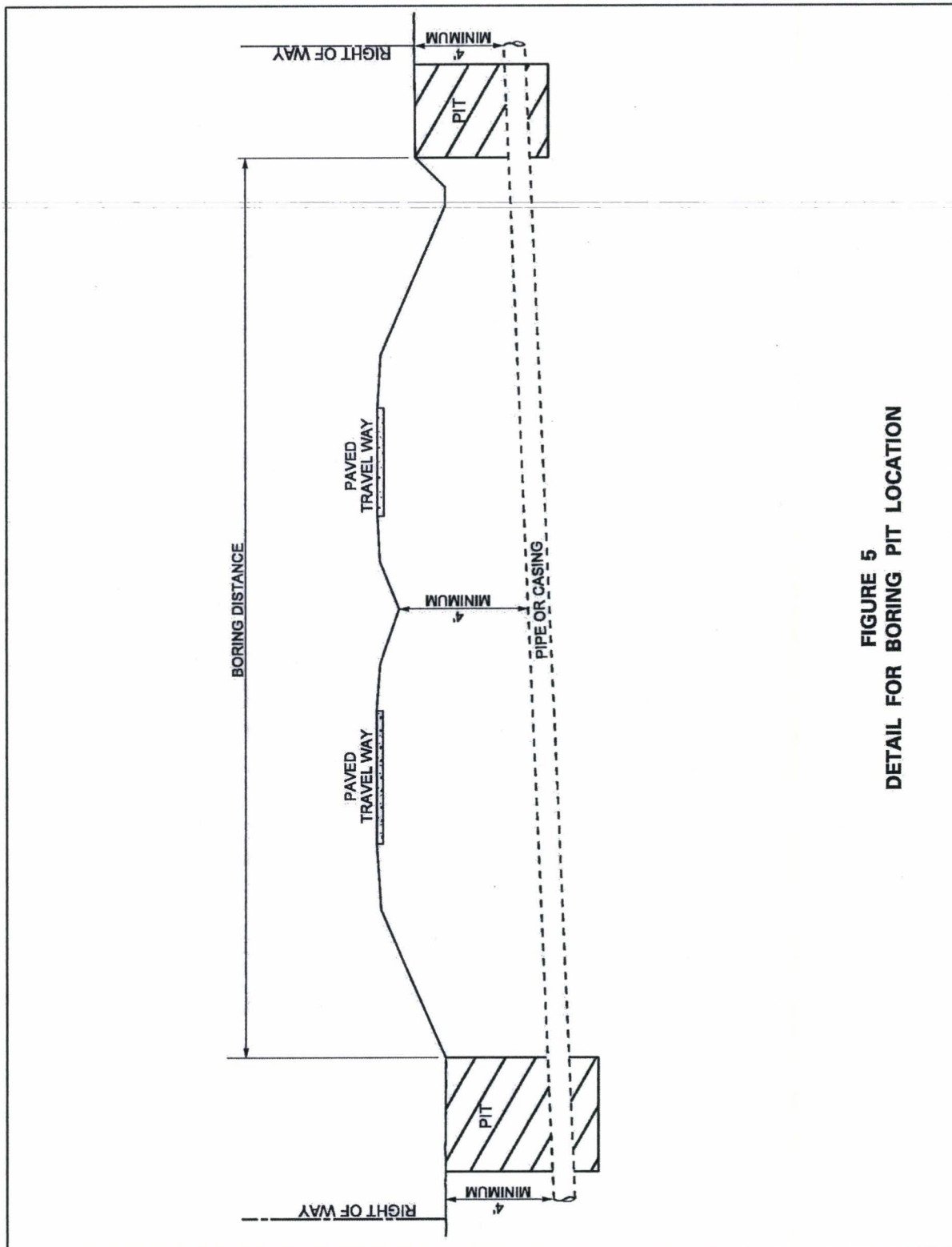
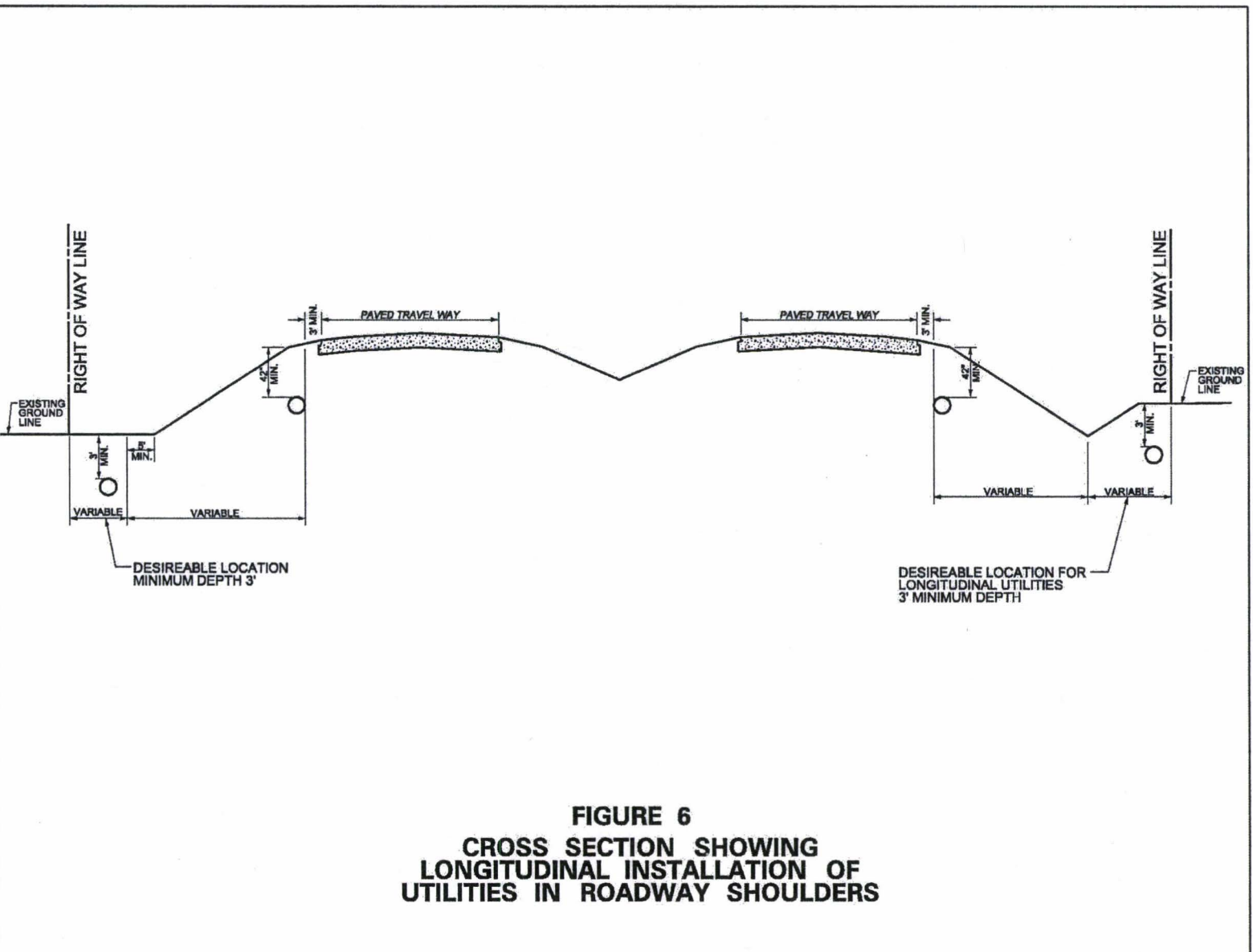


FIGURE 5  
DETAIL FOR BORING PIT LOCATION

# Appendix B: Pipelines Figure 6 – Longitudinal Installation of Utilities in Roadway Shoulders



## Appendix C: References

National Electrical Safety Code, ANSI C2, Current edition (For sale by Institute of Electrical and Electronics Engineers, Inc., IEEE Service Center, 445 Hoes Lane, Piscataway, New Jersey 08854)

Title 23 Code of Federal Regulations Part 645: Utilities (Federal Highway Administration).

Title 49 Code of Federal Regulations Part 191: Transportation and Natural and Other Gas by Pipeline; Reports of Leaks (Office of Pipeline Safety)

Title 49 Code of Federal Regulations part 192: Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards (Office of Pipeline Safety)

Title 49 Code of Federal Regulations Part 195: Transportation of Liquids by Pipeline (Office of Pipeline Safety)

Report FHWA-RD-75-8 "Accommodation of Utility Plant within the Rights of Way of Urban Streets and Highways – State of the Art" 1974 (Document No. PB245199 available from National Technical Information Service, Springfield, Virginia 22161)

Report FHWA-RD-75-9 "Accommodation of Utility Plant within the Rights of Way of Urban Streets and Highways – Manual of Improved Practice" 1974 (Document No. PB245200/1 available from National Technical Information Service, Springfield, Virginia 22161)

Manual on Uniform Traffic Control Devices, ANSI D6.1 (Available from Superintendent of Documents, Government Printing Office, Washington, DC 20402)

"A Policy on the Accommodation of Utilities on Freeway Rights of Way", Copyrighted 1982, American Association of State Highway and Transportation Officials.

"A Guide for Accommodating Utilities within Highway Right-of-Way", Copyrighted 1981, American Association of State Highway and Transportation Officials

"Guide for Selecting, Locating and Designing Traffic Barriers, 1977" American Association of State Highway and Transportation Officials



## Appendix D: Forms

Form 739: [Performance Bond](#)

Form 3068-B: [Detailed Estimate of Direct Cost](#)

## **Excerpt from the South Carolina Code of Laws**

### **SECTION 57-5-1660. Amount of contractor's bonds.:**

The South Carolina Department of Transportation shall require that the contractor on every public highway construction contract, exceeding ten thousand dollars, furnish the South Carolina Department of Transportation, county, or road district the following bond, which shall become binding upon the award of the contract to such contractor:

A performance and indemnity bond with a surety or sureties satisfactory to the authority awarding the contract, and the full amount of the contract, and in no case less than ten thousand dollars, for the protection of the South Carolina Department of Transportation, county or road district.

A payment bond with a surety or sureties satisfactory to the awarding authority, and in the amount of not less than fifty percent of the contract, for the protection of all persons supplying labor and materials in the prosecution of work provided for in the contract for the use of each such person.

Every person who has furnished labor or material in the prosecution of the work provided for in such contract, in respect of which such a bond has been furnished under this section and who has not been paid in full therefore before the expiration of a period of ninety days after the day on which the last of the labor was done or performed by him or material was furnished or supplied by him for which such claim is made, shall have the right to sue on such bond for the amount, or the balance thereof, unpaid at the time of the institution of such suit and to prosecute such action to final execution and judgment for the sum or sums justly due him; provided, however, that any person having direct contractual relationship with a sub-contractor but no contractual relationship expressed or implied with the contractor furnishing the bond shall have a right of action upon the bond upon giving written notice to the contractor within ninety days from the date on which such person did or performed the last of the labor or furnished or supplied the last of the material for which claim is made, stating with substantial accuracy the amount claimed and the name of the party to whom material was furnished or supplied the last of the material for which claim is made, stating with substantial accuracy the amount claimed and the name of the party to whom material was furnished or supplied or for whom labor was done or performed. No suit under this section shall be commenced after the expiration of one year after the date of the final settlement of the contract.

## Appendix E



## 2010 - 2015 SiteManager Data for Construction Projects

Contract ID	District	Letting Date	Original Completion Date	Adjusted Completion Date	Days Added to Contract	SWC Date	Total Bid Amount	Net Change Order Amount
07.142B	6	06/28/2006	03/04/2010	05/27/2011	449	05/27/2011	\$80,383,000.00	\$17,647,336.60
32.038677	1	04/13/2010	09/30/2010	10/18/2010	18	10/18/2010	\$238,889.90	(\$42,485.88)
23.038042	3	04/13/2010	11/30/2010	02/18/2011	80	01/04/2011	\$465,595.70	\$43,291.40
02.039029B	7	04/13/2010	10/05/2010	07/15/2011	283	07/14/2011	\$805,357.70	\$178,799.25
01.038796	2	01/12/2010	06/30/2010	06/30/2010	0	07/08/2010	\$100,547.53	(\$12,279.25)
03.038552R1	7	01/12/2010	09/30/2010	04/15/2011	197	04/02/2011	\$1,357,538.18	\$0.00
02.038814	7	02/09/2010	07/31/2010	07/31/2010	0	07/28/2010	\$123,293.40	\$0.00
44.038233R1	4	02/09/2010	06/30/2010	06/30/2010	0	06/30/2010	\$98,898.05	(\$11,890.69)
04.036933A	2	01/12/2010	08/31/2010	02/23/2011	176	02/23/2011	\$1,239,040.00	\$46,681.55
04.038856	2	01/12/2010	06/30/2010	06/30/2010	0	06/17/2010	\$153,895.00	(\$0.20)
4751.038136	1	03/09/2010	02/28/2011	11/30/2011	275	11/22/2011	\$1,362,625.00	(\$331,017.00)
4755.038147	5	03/09/2010	03/31/2011	08/16/2011	138	08/14/2011	\$874,070.00	\$0.00
02.038818	7	02/09/2010	08/31/2010	10/15/2011	410	10/17/2011	\$1,337,451.36	\$342,595.71
0538.100B	7	02/09/2010	08/31/2012	11/15/2013	441	11/15/2013	\$10,761,451.30	(\$0.01)
07.039220	6	02/09/2010	03/31/2011	04/10/2011	10	03/23/2011	\$3,898,690.23	(\$786,095.53)
10.039178	6	04/13/2010	11/30/2010	11/30/2010	0	11/18/2010	\$255,550.00	\$14,792.60
4755.039265	5	02/16/2010	07/31/2010	07/31/2010	0	05/07/2010	\$228,800.00	(\$4,573.30)
4755.201004	5	02/16/2010	08/31/2010	05/31/2011	273	05/31/2011	\$634,413.90	(\$490,358.06)
4756.039267	6	02/16/2010	07/31/2010	08/07/2010	7	08/07/2010	\$190,795.00	\$0.00
01.201002R1	2	03/09/2010	12/15/2010	08/17/2011	245	08/17/2011	\$2,288,786.55	(\$99.91)
02.038498	7	03/09/2010	08/31/2010	08/31/2010	0	08/31/2010	\$585,358.90	\$0.00
23.036167	3	04/13/2010	08/31/2011	05/16/2012	259	05/16/2012	\$6,045,832.40	\$185,000.03
39.111B	3	04/13/2010	04/30/2012	11/09/2016	1654	//	\$7,645,347.76	\$2,780,595.33
42.036165	3	04/13/2010	08/31/2012	12/03/2012	94	12/03/2012	\$5,916,650.48	\$280,519.47
04.038864	2	01/12/2010	08/31/2010	08/31/2010	0	09/01/2010	\$207,604.00	\$0.00
07.038310	6	01/12/2010	08/31/2010	12/15/2010	106	12/15/2010	\$2,140,296.77	\$38,872.60
19.038462	2	02/09/2010	09/30/2010	10/31/2010	31	10/31/2010	\$4,386,908.38	\$392,352.78
4757.039268	7	02/16/2010	07/31/2010	08/31/2010	31	08/15/2010	\$203,730.00	\$0.00
07.341003	6	01/12/2010	12/30/2010	01/31/2011	32	12/20/2010	\$33,800.00	\$23,232.50
07.201004	6	01/12/2010	10/31/2010	12/03/2010	33	12/02/2010	\$110,500.96	(\$5,460.55)
04.160B	2	03/09/2010	11/30/2010	03/31/2011	121	01/28/2011	\$1,009,939.00	\$93,482.36
11.038829	4	03/09/2010	07/31/2010	07/31/2010	0	07/21/2010	\$57,660.45	\$3,700.00
21.341001R1	5	02/09/2010	08/31/2010	03/01/2011	182	08/19/2011	\$351,964.00	\$95,169.30
22.038437	5	02/09/2010	11/30/2010	04/15/2011	136	04/15/2011	\$7,496,939.65	(\$376,192.04)
23.038291R1	3	02/09/2010	09/30/2010	09/30/2010	0	09/22/2010	\$281,278.00	\$0.00
42.038852	3	04/13/2010	03/31/2012	12/21/2012	265	12/21/2012	\$2,562,733.40	\$444,471.85

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40.03665AR11		02/16/2010	04/30/2012	05/17/2012	17	03/05/2012	\$6,131,362.31	\$248,102.58
04.039231	2	02/09/2010	08/31/2010	09/04/2010	4	09/01/2010	\$221,507.22	\$9,858.32
22.2001.2R1	5	02/09/2010	05/31/2012	03/31/2013	304	03/31/2013	\$14,549,124.42	(\$1,851,554.45)
23.038423R1	3	03/09/2010	10/31/2010	10/31/2010	0	10/04/2010	\$206,964.20	\$0.00
24.039347	2	03/09/2010	09/30/2010	09/30/2010	0	09/09/2010	\$191,109.25	\$2,100.00
07.039177	6	04/13/2010	12/15/2010	12/15/2010	0	12/10/2010	\$158,675.00	(\$7,505.00)
08.039172	6	04/13/2010	11/30/2010	11/30/2010	0	11/16/2010	\$117,025.00	\$9,485.00
18.DORC.22	6	02/09/2010	06/30/2010	06/30/2010	0	06/30/2010	\$77,647.58	\$0.00
04.040642	2	01/08/2013	10/31/2013	03/13/2014	133	03/13/2014	\$1,006,934.09	\$152,989.44
04.041742	2	01/08/2013	07/31/2013	09/21/2013	52	07/29/2013	\$290,968.59	\$0.00
46.040906	4	06/12/2012	05/31/2013	05/31/2013	0	05/15/2013	\$345,008.04	(\$13,335.35)
46.041112	4	06/12/2012	04/30/2013	04/30/2013	0	04/30/2013	\$253,504.00	(\$23,771.06)
23.037687A	3	07/10/2012	09/30/2013	12/23/2013	84	12/20/2013	\$1,185,594.43	\$145,044.25
26.041161	5	07/10/2012	03/15/2013	03/15/2013	0	01/07/2013	\$39,367.90	\$0.00
02.041572	7	05/14/2012	09/28/2012	10/04/2012	6	10/04/2012	\$2,268,067.00	\$76,237.00
01.040887	2	06/12/2012	05/31/2013	08/12/2013	73	06/20/2013	\$593,449.90	\$10,096.73
07.037977R1	6	03/12/2013	10/31/2015	12/08/2015	38	12/07/2015	\$4,899,092.76	\$44,548.41
12.042242	4	03/12/2013	11/30/2013	08/15/2015	623	08/14/2015	\$3,410,351.91	\$460,397.49
13.039984R1	4	03/12/2013	10/31/2013	03/07/2014	127	03/31/2014	\$186,095.00	\$123,831.12
15.042268	6	03/12/2013	09/30/2013	11/04/2013	35	11/04/2013	\$131,137.75	(\$5,266.94)
26.040693	5	07/09/2013	04/30/2014	05/28/2014	28	05/21/2014	\$176,279.75	\$4,070.34
28.101401	1	07/09/2013	06/30/2014	06/30/2014	0	07/24/2014	\$1,032,604.08	\$20,873.52
37.101401	3	07/09/2013	05/31/2014	05/31/2014	0	05/16/2014	\$274,866.25	(\$280.46)
39.101401	3	07/09/2013	05/31/2014	05/31/2014	0	05/30/2014	\$223,002.58	(\$500.00)
4751.042197	1	10/08/2013	06/30/2014	06/30/2014	0	05/20/2014	\$597,812.20	(\$27,996.23)
4751.042550	1	10/08/2013	06/30/2014	06/30/2014	0	06/30/2014	\$511,784.25	\$3,208.00
4752.042200	2	10/08/2013	07/31/2014	07/31/2014	0	07/16/2014	\$1,141,628.00	\$0.00
4753.042202	3	10/08/2013	07/31/2014	07/31/2014	0	//	\$1,448,454.00	\$0.00
08.56101	6	01/19/2010	05/26/2010	05/26/2010	0	05/12/2010	\$92,650.50	\$0.00
04.037447A	3	01/12/2010	08/31/2010	08/31/2010	0	08/31/2010	\$539,990.45	(\$4.00)
32.039425	1	06/08/2010	09/30/2011	09/30/2011	0	09/30/2011	\$2,830,995.06	\$423,859.13
37.039456	3	06/08/2010	09/30/2011	09/30/2011	0	09/30/2011	\$5,528,368.30	\$2,019.85
12.101101	4	09/14/2010	07/31/2011	08/16/2011	16	08/16/2011	\$1,880,059.70	(\$195,343.94)
1631.039536	5	09/14/2010	06/30/2012	07/03/2012	3	07/03/2012	\$15,184,319.47	\$23,673.00
22.039484	5	07/13/2010	11/30/2011	05/31/2012	183	05/31/2012	\$8,934,395.83	(\$876,447.59)
22.039786A	5	07/13/2010	04/30/2011	04/30/2011	0	04/30/2011	\$375,513.29	(\$61,150.82)



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44.039889	4	09/14/2010	06/30/2011	06/30/2011	0	06/30/2011	\$493,174.28	(\$99,396.80)
46.101101	4	09/14/2010	07/31/2011	10/14/2011	75	10/14/2011	\$1,695,613.81	\$62,533.01
11.039304	4	10/11/2011	09/30/2012	09/30/2012	0	04/21/2012	\$175,561.76	\$26,823.04
01.039239R1	2	07/13/2010	04/30/2011	04/30/2011	0	04/26/2011	\$290,519.50	(\$2,110.00)
26.178B	5	10/12/2010	11/30/2013	05/31/2014	182	05/31/2014	\$12,886,964.09	\$33,591.75
26.039051	5	10/12/2010	05/31/2011	11/04/2011	157	11/04/2011	\$155,928.15	\$138,704.59
23.101101	3	08/10/2010	06/30/2011	07/06/2011	6	07/06/2011	\$954,554.93	\$0.00
24.039349	2	08/10/2010	04/30/2011	05/30/2011	30	05/06/2011	\$192,465.00	\$2,055.00
28.038536	1	08/10/2010	06/30/2011	09/30/2011	92	09/30/2011	\$462,740.09	(\$4.89)
11.039964	4	11/09/2010	11/30/2011	05/31/2012	183	05/18/2012	\$1,673,376.00	(\$27,700.46)
04.040655	2	07/12/2011	06/30/2012	10/25/2014	847	10/25/2014	\$2,936,132.01	\$137,114.52
26.038891	5	02/14/2012	09/30/2012	09/30/2012	0	09/30/2012	\$741,837.60	(\$102,094.70)
32.040015	1	02/14/2012	08/31/2012	11/16/2012	77	11/16/2012	\$230,850.60	(\$5,040.77)
40.039602	1	03/13/2012	10/31/2012	11/01/2014	731	11/01/2014	\$399,230.00	\$52,643.65
13.131B	4	07/12/2011	06/30/2012	06/30/2012	0	07/10/2012	\$994,519.40	(\$26,915.64)
14.040354.11	7	07/12/2011	11/10/2011	11/10/2011	0	10/22/2011	\$730,515.26	\$0.00
4753.040677	4	11/08/2011	08/31/2012	01/29/2013	151	01/29/2013	\$514,536.00	\$20,645.32
02.201103	7	02/08/2011	06/30/2011	06/30/2011	0	05/16/2011	\$9,025.44	\$175.00
38.040443	7	07/12/2011	04/30/2012	05/07/2012	7	05/07/2012	\$218,646.50	\$0.00
27.041037	6	11/08/2011	11/30/2012	03/15/2013	105	04/19/2013	\$327,941.50	(\$10,064.82)
47.341101	1	02/08/2011	09/30/2012	09/30/2012	0	07/11/2012	\$787,440.00	\$108,169.23
47.281101	1	02/08/2011	09/30/2012	09/30/2012	0	08/22/2012	\$1,697,200.00	\$97,068.13
03.040875	7	03/13/2012	10/31/2012	12/19/2012	49	12/19/2012	\$4,456,492.97	(\$0.04)
04.039285R1	2	03/13/2012	10/31/2012	10/31/2012	0	10/31/2012	\$220,091.00	\$4,000.00
47.341107	7	02/08/2011	09/30/2012	10/10/2012	10	10/09/2012	\$993,416.25	(\$4.94)
47.281107	7	02/08/2011	09/30/2012	09/30/2012	0	09/30/2012	\$2,073,700.00	(\$0.12)
3032.042024	2	12/11/2012	12/15/2013	03/20/2014	95	03/20/2014	\$952,556.83	\$29,942.03
32.040273	1	12/11/2012	07/31/2013	11/21/2013	113	11/21/2013	\$708,419.09	\$70,609.35
24.039799	2	06/12/2012	06/30/2013	09/08/2013	70	07/19/2013	\$687,965.53	\$98,082.62
27.041400	6	06/12/2012	06/30/2013	11/30/2013	153	11/30/2013	\$3,604,713.62	\$97,490.90
17.351301	5	01/08/2013	08/31/2013	08/31/2013	0	08/30/2013	\$236,562.20	(\$5,924.21)
LPA18.DORC.	6	04/10/2013	11/30/2013	04/21/2014	142	//	\$1,827,886.72	\$79,914.15
08.041437	6	04/10/2012	03/31/2013	03/31/2013	0	01/17/2013	\$98,926.00	(\$7,681.90)
10.039868	6	04/10/2012	11/30/2012	12/09/2012	9	01/15/2013	\$667,020.93	\$41,733.67
37.041450	3	06/12/2012	12/15/2012	12/15/2012	0	12/14/2012	\$180,961.00	(\$250.00)
4756.040009	6	04/17/2012	09/07/2014	09/25/2014	18	10/17/2014	\$9,544,500.00	\$0.00



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11.041950	4	11/14/2012	08/31/2013	02/28/2014	181	02/28/2014	\$689,495.30	\$13,921.72
10.041677	6	11/14/2012	08/31/2013	07/31/2014	334	07/31/2014	\$4,572,596.49	\$7,349.85
02.040937	7	06/12/2012	05/31/2013	05/31/2013	0	04/18/2013	\$418,001.60	\$5,667.20
03.040938	7	06/12/2012	05/31/2013	05/31/2013	0	05/22/2013	\$458,778.20	\$4,874.45
26.037725A	5	03/12/2013	09/14/2014	12/01/2014	78	//	\$3,886,667.95	(\$25,628.50)
10.037778A	6	03/12/2013	08/15/2013	11/06/2013	83	11/06/2013	\$170,189.61	(\$5,724.64)
02.042293	7	04/09/2013	12/15/2013	12/15/2013	0	10/12/2013	\$112,056.84	\$0.00
02.042315	7	04/09/2013	08/31/2013	10/31/2013	61	10/31/2013	\$79,779.00	\$0.00
07.042288	6	04/09/2013	05/31/2014	05/31/2014	0	05/28/2014	\$3,814,110.10	(\$0.54)
08.042290	6	04/09/2013	04/30/2014	06/28/2014	59	06/28/2014	\$4,148,525.12	(\$186,975.11)
46.041547	4	07/09/2013	04/30/2014	05/30/2014	30	06/18/2014	\$66,625.00	(\$1,136.25)
4754.042518	4	07/09/2013	07/31/2014	07/31/2014	0	07/31/2014	\$618,460.00	(\$79,972.95)
LPA18.DORC.6	6	05/14/2013	11/30/2013	11/30/2013	0	//	\$759,418.90	\$29,850.00
LPA18.DORC.6	6	05/15/2013	11/30/2013	11/30/2013	0	//	\$686,075.90	(\$951.00)
4753.042557	3	10/08/2013	06/30/2014	06/30/2014	0	07/23/2014	\$403,205.55	\$0.00
4754.042204	4	10/08/2013	08/31/2014	08/31/2014	0	01/01/2001	\$1,522,844.10	\$0.00
01.042666	2	11/13/2013	09/30/2014	09/30/2014	0	09/30/2014	\$3,789,439.12	\$24,040.15
30.391401	2	10/08/2013	02/06/2014	02/06/2014	0	01/25/2014	\$770,682.72	\$18,914.99
47.037205	1	01/12/2010	09/30/2010	02/03/2011	126	03/12/2011	\$1,038,048.75	\$14,016.50
18.DORC.24	6	01/12/2010	09/30/2010	09/30/2010	0	09/30/2010	\$293,550.22	\$10,500.00
16.039664	5	11/09/2010	09/30/2011	05/30/2012	243	05/31/2012	\$4,519,429.25	\$1,680.27
19.039576	2	11/09/2010	07/31/2011	09/15/2011	46	09/15/2011	\$1,898,002.19	\$0.05
19.101101	2	09/14/2010	06/30/2011	06/30/2011	0	05/16/2011	\$1,281,642.13	\$0.00
20.039353	4	09/14/2010	05/31/2011	05/31/2011	0	05/10/2011	\$162,676.00	(\$6,047.74)
04.040398	2	11/09/2010	07/31/2011	07/31/2011	0	08/30/2011	\$576,669.63	(\$93,303.39)
29.040006	4	11/09/2010	07/31/2011	07/31/2011	0	07/07/2011	\$457,075.52	(\$76.47)
26.036776AR	5	09/14/2010	11/30/2012	11/30/2012	0	08/03/2012	\$9,931,362.20	(\$465,665.41)
23.038621	3	06/04/2010	10/24/2012	06/10/2013	229	06/09/2013	\$65,463,000.00	\$205,761.53
04.040079	2	12/14/2010	10/31/2011	04/30/2012	182	04/27/2012	\$4,005,146.19	(\$44,258.62)
10.038438	6	12/14/2010	04/30/2011	04/30/2011	0	04/26/2011	\$96,049.50	(\$18,203.00)
26.039915	5	10/12/2010	12/15/2011	12/19/2011	4	12/19/2011	\$841,834.29	\$81,522.81
32.038831	1	10/12/2010	06/30/2013	10/15/2014	472	10/18/2014	\$18,433,909.80	\$2,095,421.25
18.DORC.27	6	08/17/2010	08/30/2011	08/30/2011	0	01/20/2012	\$1,445,889.11	\$141,553.01
12.039779R1	4	12/14/2010	06/30/2011	06/30/2011	0	05/05/2011	\$308,414.01	(\$42,521.14)
12.039651	4	11/09/2010	05/31/2011	06/07/2011	7	06/07/2011	\$494,524.43	(\$57,396.17)
13.039653	4	11/09/2010	05/31/2011	05/31/2011	0	05/31/2011	\$741,829.83	\$11,543.20

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16.039663	5	11/09/2010	07/31/2011	07/31/2011	0	07/31/2011	\$1,598,115.10	\$29,819.80
08.038883	6	04/12/2011	12/15/2011	12/15/2011	0	12/15/2011	\$570,521.30	(\$1,037.54)
4751.041251	1	03/13/2012	09/15/2012	04/30/2013	227	04/23/2013	\$200,040.00	(\$26,599.60)
40.260BR1	1	03/13/2012	05/23/2014	02/11/2015	264	02/11/2015	\$64,378,721.78	\$4,634,335.00
4446.039441	4	02/15/2012	05/10/2014	05/17/2014	7	07/14/2014	\$14,081,500.00	\$31,000.00
16.040527A	5	03/08/2011	11/30/2011	07/31/2012	244	07/31/2012	\$688,775.90	\$32,690.72
02.201104	7	02/08/2011	07/31/2011	07/31/2011	0	05/10/2011	\$148,871.65	\$7,204.47
08.039498R1	6	02/08/2011	09/30/2011	06/08/2012	252	06/08/2012	\$2,557,908.37	(\$60,203.99)
03.341101	7	02/08/2011	09/30/2011	10/22/2011	22	10/27/2011	\$184,112.75	(\$0.07)
09.040290R1	7	06/14/2011	05/31/2012	05/31/2012	0	04/26/2012	\$595,873.23	\$0.00
4752.039364	3	02/08/2011	04/30/2012	04/30/2012	0	04/17/2012	\$2,082,855.00	(\$6.83)
4752.039585	2	02/08/2011	08/30/2011	08/30/2011	0	05/11/2011	\$161,340.00	\$0.00
4755.040285	5	05/12/2011	06/30/2012	06/30/2012	0	06/30/2012	\$206,430.00	\$28,273.50
4755.040612	5	05/12/2011	06/30/2012	06/30/2012	0	06/30/2012	\$444,980.00	\$137,703.20
4755.201103	5	02/08/2011	06/30/2011	06/30/2011	0	08/03/2011	\$370,829.50	(\$3,498.43)
26.036774A	5	02/08/2011	08/15/2014	11/09/2014	86	06/03/2015	\$75,748,835.57	\$904,264.72
07.040931	6	06/12/2012	05/31/2013	05/31/2013	0	06/14/2013	\$760,024.90	(\$185,034.44)
08.039275	6	06/12/2012	05/31/2013	05/31/2013	0	05/31/2013	\$608,401.66	\$64,865.31
28.040882	1	06/12/2012	04/30/2013	05/08/2013	8	05/21/2013	\$771,827.29	\$31,066.00
29.130BR1	4	06/12/2012	07/31/2013	01/10/2014	163	06/06/2014	\$1,239,908.45	\$11,986.96
4753.041811	3	10/09/2012	06/15/2013	08/06/2013	52	10/13/2013	\$356,116.65	\$0.00
4754.041389	4	10/09/2012	09/30/2013	11/05/2013	36	11/09/2013	\$1,616,557.00	(\$595,236.16)
13.040799	4	04/10/2012	11/30/2012	01/15/2013	46	01/15/2013	\$3,321,205.11	\$17,432.67
14.040726	7	04/10/2012	09/30/2012	09/30/2012	0	09/27/2012	\$572,817.36	\$0.00
22.041841	5	10/09/2012	07/31/2013	07/31/2013	0	07/31/2013	\$517,469.28	(\$86,083.70)
4755.041390	5	11/14/2012	10/31/2013	03/18/2014	138	10/25/2014	\$3,176,116.50	(\$373,894.53)
16.041760	5	11/14/2012	06/30/2013	06/30/2013	0	06/28/2013	\$353,999.67	\$0.00
16.041957	5	11/14/2012	07/31/2013	07/31/2013	0	07/31/2013	\$307,532.00	(\$54,435.06)
28.040827	1	05/08/2012	04/30/2013	06/07/2013	38	06/07/2013	\$4,047,171.77	(\$245,994.39)
36.040790	2	05/08/2012	11/30/2012	12/02/2012	2	12/07/2012	\$2,085,478.76	(\$186,888.09)
10.039747	6	03/12/2013	08/15/2013	01/27/2014	165	01/27/2014	\$188,534.50	(\$2,943.03)
10.039751	6	03/12/2013	08/15/2013	11/06/2013	83	11/06/2013	\$212,795.69	\$17,416.74
17.038878	5	03/12/2013	04/30/2014	06/16/2014	47	08/27/2014	\$393,177.19	\$6,500.00
23.042025	3	03/12/2013	09/30/2013	12/15/2013	76	12/13/2013	\$139,695.60	\$24,996.62
10.040579	6	04/09/2013	10/31/2013	12/04/2013	34	12/04/2013	\$575,075.16	\$19,805.46
10.042311	6	04/09/2013	11/30/2013	04/24/2014	145	06/01/2014	\$1,740,259.18	(\$317,365.26)



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11.041486R1 4		04/09/2013	11/30/2015	11/30/2015	0	11/24/2015	\$10,382,355.61	(\$92,937.73)
18.042270 6		04/09/2013	10/31/2013	03/15/2014	135	05/05/2014	\$182,273.00	(\$247.88)
01.101401 2		08/13/2013	05/31/2014	05/31/2014	0	03/28/2014	\$151,443.44	\$0.00
03.040602 7		08/13/2013	04/30/2014	05/14/2014	14	05/14/2014	\$107,265.30	\$0.00
03.042438 7		08/13/2013	06/30/2014	10/31/2014	123	11/10/2014	\$1,502,195.91	(\$59,368.41)
04.042245R1 3		08/13/2013	10/31/2014	12/04/2015	399	12/07/2015	\$4,409,144.65	(\$19,244.36)
42.104B 3		03/09/2010	11/30/2010	03/18/2011	108	03/18/2011	\$1,056,748.21	\$99,397.55
44.030277 4		03/09/2010	10/31/2010	04/27/2012	544	04/27/2012	\$1,831,626.15	(\$112,331.74)
26.037234A 5		11/09/2010	07/31/2011	07/31/2011	0	06/21/2011	\$480,525.50	\$33,571.93
26.039189 5		11/09/2010	06/30/2011	09/30/2011	92	09/30/2011	\$226,867.65	\$82,151.62
07.039601R1 6		01/18/2011	06/30/2011	07/13/2011	13	07/13/2011	\$461,252.00	(\$178.88)
07.040059R1 6		01/18/2011	08/31/2011	10/21/2011	51	10/21/2011	\$4,184,793.14	(\$76,432.00)
22.040260 5		12/14/2010	06/30/2011	09/30/2011	92	08/31/2011	\$670,844.27	(\$27,568.35)
23.039582 3		12/14/2010	07/31/2011	08/02/2011	2	08/02/2011	\$1,798,100.91	(\$24.00)
03.038096 7		04/13/2010	11/30/2010	11/30/2010	0	11/30/2010	\$93,797.00	\$0.00
04.039339 2		04/13/2010	09/30/2010	09/30/2010	0	08/30/2010	\$334,659.63	\$0.00
10.039433.1 6		12/14/2010	08/31/2011	08/31/2011	0	08/05/2011	\$1,926,950.00	\$22,470.00
10.040061 6		12/14/2010	08/31/2011	09/30/2011	30	09/30/2011	\$5,138,984.46	(\$448,861.51)
4755.039548 5		05/11/2010	02/28/2011	02/28/2011	0	02/28/2011	\$214,080.00	\$2,225.25
4756.039549 6		05/11/2010	02/28/2011	02/28/2011	0	02/28/2011	\$340,550.00	(\$211,000.00)
12.040091 4		12/14/2010	07/31/2011	08/07/2011	7	08/07/2011	\$1,533,825.28	(\$116,077.98)
12.040242 4		12/14/2010	06/30/2011	06/30/2011	0	06/30/2011	\$376,885.00	(\$2,536.29)
32.259B 1		05/11/2010	04/30/2011	09/30/2011	153	09/29/2011	\$758,280.08	(\$157,994.63)
36.039530 2		05/11/2010	11/30/2010	11/30/2010	0	11/14/2010	\$383,344.13	\$0.00
08.040007 6		04/12/2011	02/28/2012	05/08/2012	70	05/08/2012	\$189,454.00	\$54,295.51
30.040535 2		04/12/2011	09/30/2011	09/30/2011	0	09/26/2011	\$71,266.40	\$0.00
39.038114 3		04/12/2011	05/31/2012	08/03/2012	64	08/02/2012	\$1,468,139.90	\$78,091.45
11.040961 4		06/27/2011	11/17/2011	11/17/2011	0	10/21/2011	\$2,947,544.00	\$0.00
3240.039385 1		03/08/2011	08/15/2011	04/20/2012	249	04/17/2012	\$171,011.00	\$13,650.20
36.040016 2		03/08/2011	07/31/2012	10/07/2012	68	10/04/2012	\$5,349,340.97	\$1,035,282.80
38.039288R2 7		03/08/2011	05/31/2012	05/31/2012	0	05/31/2012	\$5,553,877.61	\$2.44
17.040027 5		08/09/2011	06/30/2013	05/09/2014	313	05/09/2014	\$11,458,899.77	\$963,587.44
13.039467R2 4		06/14/2011	05/31/2012	09/30/2012	122	10/06/2012	\$1,085,190.95	(\$46,308.18)
17.040572A 5		06/14/2011	05/31/2012	08/10/2012	71	08/10/2012	\$445,305.29	\$0.00
21.040630 5		06/14/2011	05/31/2012	08/31/2012	92	08/31/2012	\$798,651.58	\$15,820.00
42.040732 3		09/13/2011	03/15/2012	04/26/2012	42	06/18/2012	\$164,885.25	\$3,771.10



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4756.040287	6	05/12/2011	06/30/2012	08/31/2012	62	11/12/2012	\$336,338.75	\$10,633.25
4756.040569	6	05/12/2011	06/30/2012	01/31/2013	215	01/31/2013	\$354,615.00	\$166,558.60
LPA18.DORC.	6	03/15/2011	11/30/2013	11/30/2013	0	//	\$21,826,485.40	\$583,074.87
09.040878	7	06/12/2012	05/31/2013	05/31/2013	0	05/31/2013	\$4,107,685.67	(\$0.46)
09.040941	7	06/12/2012	05/31/2013	05/31/2013	0	05/31/2013	\$638,336.84	\$0.00
10.040933	6	06/12/2012	05/31/2013	05/31/2013	0	05/14/2013	\$594,649.20	(\$27,337.82)
11.040845	4	06/12/2012	05/31/2013	06/30/2013	30	06/30/2013	\$1,895,609.00	\$528,511.63
07.351301	6	10/09/2012	05/31/2013	05/31/2013	0	05/09/2013	\$98,877.70	\$0.00
07.371302	6	10/09/2012	06/30/2013	06/30/2013	0	05/23/2013	\$79,960.00	\$2,758.00
22.041716	5	11/14/2012	10/31/2013	10/31/2013	0	10/31/2013	\$7,443,404.11	(\$407,818.63)
23.041749	3	11/14/2012	05/31/2013	05/31/2013	0	05/31/2013	\$408,425.55	\$14,980.49
4755.041812	5	11/14/2012	07/15/2013	07/30/2013	15	07/30/2013	\$335,362.50	(\$27,509.00)
4756.041391	6	11/14/2012	10/31/2013	05/01/2014	182	06/04/2014	\$1,592,767.30	\$0.00
16.038665	5	09/11/2012	08/31/2013	03/21/2014	202	03/21/2014	\$737,524.39	\$181,657.75
16.040860	5	09/11/2012	07/31/2013	07/31/2013	0	07/23/2013	\$2,776,196.48	(\$139,020.82)
36.041405	2	05/08/2012	11/30/2012	11/30/2012	0	11/30/2012	\$312,929.32	\$60,196.93
39.038217R1	3	05/08/2012	11/30/2012	11/30/2012	0	09/12/2012	\$41,726.60	\$0.00
32.041308	1	12/11/2012	06/30/2013	06/30/2013	0	06/17/2013	\$970,347.82	(\$536,465.03)
20.041536	4	03/12/2013	08/31/2013	08/31/2013	0	07/01/2013	\$105,243.55	(\$4,254.80)
27.041488	6	03/12/2013	11/30/2013	11/30/2013	0	11/05/2013	\$1,728,936.55	(\$94,486.80)
1838.042269	6	03/12/2013	09/30/2013	11/30/2013	61	12/17/2013	\$287,221.00	(\$11,940.60)
23.039761	3	03/12/2013	08/15/2013	08/15/2013	0	08/14/2013	\$196,822.50	\$0.00
21.042303A	5	04/09/2013	11/30/2013	11/30/2013	0	11/30/2013	\$211,995.92	\$1,032.01
26.042294	5	04/09/2013	04/30/2014	04/30/2014	0	11/22/2013	\$1,263,306.98	\$0.00
19.127B.1R1	2	04/09/2013	11/30/2014	12/30/2014	30	12/19/2014	\$5,388,834.05	\$121,684.74
28.041817	1	04/09/2013	05/31/2014	07/11/2014	41	07/11/2014	\$1,103,888.52	(\$70,638.93)
4754.042511	4	07/09/2013	07/31/2014	07/31/2014	0	07/31/2014	\$387,375.00	(\$238,227.75)
04.101403	2	08/13/2013	05/31/2014	05/31/2014	0	04/01/2014	\$139,349.08	\$0.00
08.101401	6	08/13/2013	06/30/2014	06/30/2014	0	06/25/2014	\$947,991.55	\$1.68
09.101401	7	08/13/2013	07/31/2014	08/19/2014	19	09/18/2014	\$909,400.58	\$0.00
08.038778R2	6	01/18/2011	11/30/2011	03/10/2012	101	03/07/2012	\$1,083,851.75	(\$100,025.80)
09.040115R1	7	01/18/2011	10/31/2011	07/03/2012	246	07/08/2012	\$4,641,170.23	\$1.00
08.037964R4	6	06/08/2010	05/31/2011	06/08/2011	8	06/08/2011	\$1,185,034.85	\$5,289.72
09.039521	7	06/08/2010	06/30/2011	07/13/2011	13	07/13/2011	\$3,861,040.25	(\$0.39)
21.039396A	5	04/13/2010	07/31/2010	07/31/2010	0	07/31/2010	\$482,283.28	\$0.00
23.170902	3	04/13/2010	08/31/2010	08/31/2010	0	08/31/2010	\$488,898.55	\$0.00

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40.039429	1	06/08/2010	09/30/2010	09/30/2010	0	09/25/2010	\$489,053.94	(\$22,242.94)
42.039460	3	06/08/2010	05/31/2011	07/19/2011	49	07/27/2011	\$3,874,365.76	(\$569,998.11)
4757.039550	7	05/11/2010	02/28/2011	02/28/2011	0	02/28/2011	\$267,350.00	\$0.00
02.037975R1	7	05/11/2010	11/30/2010	11/30/2010	0	11/17/2010	\$173,602.55	\$8,483.18
23.039454	3	07/13/2010	08/31/2011	09/09/2011	9	09/09/2011	\$4,836,932.35	\$0.00
23.039455	3	07/13/2010	05/31/2011	07/27/2011	57	08/17/2011	\$987,446.65	(\$0.53)
LPA10.03699	6	04/08/2010	10/27/2012	03/31/2013	155	03/28/2013	\$55,515,000.00	\$7,971,799.07
46.033310	4	07/13/2010	05/31/2011	05/31/2011	0	05/31/2011	\$968,657.04	(\$179,512.76)
26.040511A	5	06/14/2011	05/31/2012	05/31/2012	0	05/31/2012	\$904,272.19	(\$36,193.22)
28.040646	1	06/14/2011	05/31/2012	09/30/2012	122	09/14/2012	\$1,133,898.46	\$0.00
35.040586A	5	06/14/2011	12/15/2011	12/15/2011	0	12/10/2011	\$43,098.50	\$0.00
02.037303A	7	04/12/2011	07/31/2012	08/10/2012	10	08/09/2012	\$835,497.70	\$0.00
4753.040855	3	09/13/2011	05/31/2012	10/31/2012	153	11/09/2012	\$1,382,490.65	\$37,500.00
4754.040856	4	09/13/2011	10/31/2012	10/31/2012	0	10/26/2012	\$646,261.65	(\$52,833.54)
03.040950	7	09/13/2011	07/31/2012	05/31/2014	669	05/22/2014	\$1,570,860.77	(\$0.03)
32.041047	1	02/14/2012	08/31/2012	10/31/2012	61	01/15/2013	\$405,066.00	\$7,628.37
44.040739	4	09/13/2011	05/31/2012	05/31/2012	0	05/30/2012	\$1,284,358.96	(\$20,327.63)
04.040761	2	09/13/2011	06/30/2012	06/30/2012	0	06/29/2012	\$715,650.28	\$0.17
09.039887R2	7	10/11/2011	07/31/2012	07/31/2012	0	09/05/2012	\$505,139.39	\$0.00
4755.040857	5	11/08/2011	10/30/2012	10/30/2012	0	11/16/2012	\$2,698,299.05	(\$388,138.44)
1326.040460	5	11/17/2011	04/01/2014	04/01/2014	0	//	\$7,743,851.24	\$33,210.32
46.040852	4	02/14/2012	11/30/2012	02/28/2013	90	04/14/2013	\$1,771,575.00	(\$61,575.00)
27.041038	6	11/08/2011	09/30/2012	09/30/2012	0	09/30/2012	\$359,041.00	(\$2,056.84)
40.038404R1	1	11/08/2011	12/31/2012	05/23/2013	143	05/23/2013	\$529,449.00	\$221,788.00
11.040900	4	06/12/2012	06/30/2013	07/30/2013	30	07/17/2013	\$579,827.64	\$51,101.96
12.040901	4	06/12/2012	10/31/2012	10/31/2012	0	05/09/2013	\$290,200.28	\$1,938.75
4751.041591	1	12/11/2012	08/31/2013	01/03/2014	125	01/03/2014	\$279,050.00	\$2,480.00
4753.041586	3	12/11/2012	08/31/2013	08/31/2013	0	05/31/2013	\$596,960.00	\$0.00
23.041946	3	11/14/2012	08/31/2013	08/31/2013	0	08/31/2013	\$724,721.94	(\$0.06)
28.039535	1	11/14/2012	04/30/2015	04/30/2015	0	06/11/2015	\$12,828,430.22	\$111,465.00
46.041918	4	12/11/2012	07/31/2013	08/07/2013	7	08/07/2013	\$1,024,231.05	\$10,860.58
40.041448R1	1	12/11/2012	10/31/2013	03/23/2014	143	03/21/2014	\$3,442,264.53	\$278,332.01
21.173B	5	09/11/2012	08/31/2013	05/31/2014	273	05/31/2014	\$657,511.58	\$198,654.63
42.041949	3	11/14/2012	07/31/2013	08/27/2013	27	08/27/2013	\$462,300.25	(\$1.77)
01.041741	2	01/08/2013	06/30/2013	06/30/2013	0	04/24/2013	\$357,516.27	\$0.00
02.041774	7	01/08/2013	09/30/2013	09/30/2013	0	09/30/2013	\$337,279.91	\$0.00



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12.041754	4	01/08/2013	08/31/2013	10/02/2013	32	10/01/2013	\$277,715.50	\$7,662.03
13.041755	4	01/08/2013	10/31/2013	10/31/2013	0	10/10/2013	\$790,933.52	\$59,102.87
27.039043	6	07/10/2012	09/30/2013	09/30/2013	0	05/30/2013	\$95,418.50	\$5,489.05
26.041374A	5	07/10/2012	06/30/2013	06/30/2013	0	06/14/2013	\$931,994.76	(\$74,471.13)
42.037774A	3	03/12/2013	08/15/2013	08/15/2013	0	08/15/2013	\$94,971.25	(\$8,890.99)
42.039765	3	03/12/2013	08/15/2013	09/24/2013	40	12/02/2013	\$364,280.00	(\$58,641.35)
29.108B	4	03/12/2013	06/30/2014	10/09/2014	101	10/21/2014	\$457,381.90	\$332,923.61
32.037633A	1	03/12/2013	05/31/2014	08/07/2014	68	08/07/2014	\$1,963,499.94	(\$233,408.90)
3240.042271	1	04/09/2013	10/31/2013	07/31/2014	273	09/04/2014	\$286,601.16	(\$106,594.89)
35.042261	5	04/09/2013	12/15/2013	12/15/2013	0	10/04/2013	\$449,506.74	\$0.00
37.042284	3	04/09/2013	12/15/2013	12/15/2013	0	12/13/2013	\$706,761.71	(\$0.16)
39.042285	3	04/09/2013	11/30/2013	11/30/2013	0	10/29/2013	\$312,775.25	\$0.00
12.101401	4	08/13/2013	07/31/2014	07/31/2014	0	09/07/2014	\$1,210,267.45	(\$64,003.37)
14.042435	7	08/13/2013	06/30/2014	06/30/2014	0	06/05/2014	\$283,240.67	\$0.00
16.042432	5	08/13/2013	06/30/2014	06/30/2014	0	05/14/2014	\$291,653.06	\$0.00
21.042418	5	08/13/2013	07/31/2014	07/31/2014	0	07/24/2014	\$1,530,754.07	(\$216,056.90)
08.201004	6	01/12/2010	10/31/2010	10/31/2010	0	04/23/2010	\$152,007.60	(\$14,596.60)
08.201005	6	01/12/2010	11/30/2010	07/25/2011	237	07/25/2011	\$645,116.20	(\$42,715.59)
10.038444R16		06/08/2010	12/31/2010	12/31/2010	0	12/15/2010	\$859,950.25	\$96,144.46
10.039541	6	06/08/2010	09/30/2010	11/30/2010	61	11/30/2010	\$76,401.41	(\$6,092.29)
28.101101	1	08/10/2010	07/31/2011	08/31/2011	31	08/30/2011	\$2,123,245.88	(\$1,765.83)
30.101101	2	08/10/2010	05/31/2011	06/07/2011	7	06/07/2011	\$1,098,632.10	\$0.00
43.039431	1	06/08/2010	09/30/2010	09/30/2010	0	10/18/2010	\$229,869.93	\$38,510.47
26.036774C	5	06/08/2010	09/01/2010	09/01/2010	0	09/01/2010	\$295,515.00	\$660.00
22.039219	5	09/14/2010	05/31/2011	09/11/2011	103	09/11/2011	\$264,585.98	\$5,938.25
22.101101	5	09/14/2010	08/31/2011	08/31/2011	0	08/31/2011	\$3,261,370.84	(\$224,957.18)
27.039507	6	07/13/2010	05/31/2011	05/31/2011	0	04/29/2011	\$1,397,515.72	(\$115,657.29)
28.039422	1	07/13/2010	06/30/2011	06/30/2011	0	05/02/2011	\$243,906.63	\$0.00
40.038898	1	08/10/2010	11/30/2010	06/15/2011	197	06/11/2011	\$207,952.50	(\$2,400.00)
4751.039731	2	10/12/2010	06/15/2011	06/15/2011	0	06/10/2011	\$624,334.50	\$0.00
4753.039250	3	07/13/2010	12/15/2010	12/15/2010	0	01/08/2011	\$77,300.00	\$0.00
31.039892A	1	07/13/2010	04/30/2011	04/01/2012	337	02/20/2012	\$1,248,741.25	\$13,774.81
02.038422	7	08/10/2010	04/30/2011	06/01/2011	32	06/01/2011	\$209,615.00	\$0.00
42.038624R2	3	10/12/2010	09/30/2012	09/30/2012	0	10/12/2012	\$15,771,996.81	\$533,463.34
11.201101	4	04/12/2011	09/30/2011	09/30/2011	0	10/31/2011	\$138,460.60	\$0.00
08.040814	6	02/14/2012	11/30/2012	04/22/2013	143	04/16/2013	\$5,406,794.64	(\$433,115.83)



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12.040798	4	02/14/2012	08/31/2012	04/24/2013	236	04/24/2013	\$1,577,013.28	(\$76,474.51)
21.036529A	5	09/13/2011	05/31/2012	07/16/2012	46	07/16/2012	\$84,338.50	\$14,535.90
36.041321	2	02/14/2012	08/31/2012	08/31/2012	0	08/31/2012	\$645,623.70	(\$31,655.99)
37.040842	3	02/14/2012	08/31/2012	08/31/2012	0	08/31/2012	\$2,089,041.32	(\$0.56)
38.040629	7	02/14/2012	08/31/2012	11/16/2012	77	11/16/2012	\$463,365.22	\$0.00
42.040625	3	07/12/2011	06/30/2012	07/30/2012	30	07/30/2012	\$792,155.40	(\$0.04)
19.040574	2	07/12/2011	05/31/2012	05/31/2012	0	05/07/2012	\$383,392.41	\$0.00
4756.040858	6	11/08/2011	08/31/2012	09/20/2012	20	09/20/2012	\$2,197,911.50	(\$213,720.50)
4757.040859	7	11/08/2011	10/31/2012	12/04/2012	34	12/21/2012	\$1,777,865.50	\$0.00
13.201101	4	02/08/2011	08/31/2011	08/31/2011	0	04/21/2011	\$144,326.99	(\$13,771.38)
02.041058	7	02/14/2012	07/31/2012	07/31/2012	0	05/16/2012	\$54,547.00	\$0.00
46.040772	4	07/12/2011	09/30/2012	09/30/2012	0	09/20/2012	\$183,677.00	(\$18,030.41)
47.341102	2	02/08/2011	09/30/2012	09/30/2012	0	06/13/2012	\$886,000.00	(\$349,999.80)
47.281102	2	02/08/2011	09/30/2012	01/31/2013	123	01/31/2013	\$1,693,500.00	(\$261,838.96)
4754.042103	4	12/11/2012	11/30/2013	11/30/2013	0	11/30/2013	\$384,860.00	(\$9,363.68)
4755.042135	5	12/11/2012	11/30/2013	10/31/2014	335	10/07/2014	\$485,448.60	\$30,000.00
16.040909	5	06/12/2012	05/31/2013	05/31/2013	0	12/14/2012	\$295,982.25	\$4,846.40
16.041399	5	06/12/2012	12/15/2012	12/15/2012	0	12/15/2012	\$313,451.89	\$0.00
16.041713	5	01/08/2013	10/31/2013	04/30/2014	181	04/30/2014	\$2,190,072.76	(\$0.01)
16.042160A	5	01/08/2013	08/31/2013	08/31/2013	0	08/27/2013	\$865,855.08	\$0.00
29.040904	4	06/12/2012	05/31/2013	05/31/2013	0	04/19/2013	\$305,162.80	(\$2,912.28)
30.040837	2	06/12/2012	04/30/2013	04/30/2013	0	04/30/2013	\$2,372,391.84	\$2.00
02.041987	7	01/08/2013	08/31/2013	03/31/2014	212	03/31/2014	\$988,965.20	\$62,523.75
03.041728	7	01/08/2013	11/30/2013	08/07/2014	250	08/07/2014	\$3,276,650.12	\$76,791.28
16.039803	5	04/10/2012	11/30/2012	11/30/2012	0	11/30/2012	\$619,709.31	\$7,930.90
22.040808	5	04/10/2012	06/30/2013	08/31/2013	62	08/22/2013	\$7,990,227.00	(\$254,938.17)
28.133B	1	07/10/2012	06/30/2013	07/31/2013	31	07/31/2013	\$214,696.91	(\$45,516.15)
2840.040613	1	07/10/2012	06/30/2013	02/28/2014	243	02/28/2014	\$354,696.17	\$3,612.95
17.041761	5	11/14/2012	07/31/2013	08/07/2013	7	08/07/2013	\$289,397.55	(\$0.01)
18.694	6	11/14/2012	11/30/2013	01/14/2015	410	02/03/2015	\$1,272,569.47	(\$80,980.97)
36.037631A	2	03/12/2013	11/30/2013	05/16/2014	167	04/08/2014	\$872,102.17	\$42,450.46
47.042249	7	03/12/2013	08/31/2013	12/04/2013	95	10/31/2014	\$269,315.50	\$0.00
26.041438	5	02/12/2013	07/31/2013	07/31/2013	0	07/30/2013	\$112,285.98	(\$19,270.38)
47.042250	3	03/12/2013	08/31/2013	10/27/2013	57	10/15/2013	\$246,108.00	\$0.00
42.042286	3	04/09/2013	05/31/2014	05/31/2014	0	06/24/2014	\$2,559,899.17	(\$162,329.60)
46.042287	4	04/09/2013	11/30/2013	04/20/2014	141	04/20/2014	\$157,528.16	\$5,150.00

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18.042292	6	04/09/2013	12/15/2013	12/15/2013	0	12/11/2013	\$915,737.69	\$9,034.52
18.042296	6	04/09/2013	05/31/2014	06/28/2014	28	06/24/2014	\$4,391,941.68	(\$144,371.61)
21.101401	5	08/13/2013	06/30/2014	06/30/2014	0	06/30/2014	\$730,261.46	\$0.00
22.101401	5	08/13/2013	06/30/2014	06/30/2014	0	06/30/2014	\$584,651.17	\$0.00
23.101401	3	08/13/2013	05/31/2014	05/31/2014	0	05/31/2014	\$443,328.78	(\$0.03)
26.042444	5	08/13/2013	06/30/2014	06/30/2014	0	05/14/2014	\$255,281.66	(\$9,036.13)
11.038295	4	01/12/2010	10/31/2010	05/25/2011	206	05/25/2011	\$294,214.75	(\$75,163.59)
18.038425	6	01/12/2010	10/31/2010	10/31/2010	0	10/31/2010	\$157,288.00	(\$3,175.65)
44.037575A	4	03/09/2010	12/15/2010	12/15/2010	0	10/29/2010	\$633,304.27	(\$3,549.94)
44.125B	4	03/09/2010	08/31/2010	10/15/2010	45	10/08/2010	\$676,251.34	\$131,569.19
32.039345	1	08/10/2010	05/31/2011	09/30/2011	122	09/30/2011	\$277,495.00	\$24,549.35
37.101101	3	08/10/2010	06/30/2011	07/22/2011	22	07/22/2011	\$1,037,189.06	\$142,308.17
26.040011	5	11/09/2010	06/30/2011	06/30/2011	0	08/15/2011	\$619,867.75	(\$23,074.34)
4756.039966	6	12/14/2010	06/30/2012	03/31/2013	274	03/31/2013	\$2,368,527.50	\$245,630.20
26.039357	5	09/14/2010	06/30/2011	07/31/2011	31	07/31/2011	\$183,237.60	\$32,692.55
28.037235A	1	09/14/2010	07/31/2011	07/31/2011	0	07/22/2011	\$899,646.90	\$72,956.28
2342.039847	3	12/14/2010	11/30/2012	06/17/2013	199	06/17/2013	\$20,508,128.55	(\$0.48)
23.039873	3	12/14/2010	11/30/2011	11/30/2011	0	11/22/2011	\$1,884,779.09	\$0.00
4753.039707	4	10/12/2010	06/15/2011	07/26/2011	41	07/26/2011	\$579,733.00	(\$45,884.07)
4755.039368	5	10/12/2010	07/31/2011	07/10/2012	345	07/10/2012	\$1,085,540.00	\$47,500.01
28.039615	1	11/09/2010	07/31/2011	07/15/2012	350	07/10/2012	\$1,248,352.65	\$121,249.80
28.039616	1	11/09/2010	07/31/2011	07/15/2012	350	07/06/2012	\$1,226,575.91	\$396.00
42.040189	3	10/12/2010	06/30/2011	06/30/2011	0	07/12/2011	\$355,453.50	\$8,561.69
21.036953A	5	10/12/2010	06/30/2012	06/30/2012	0	03/15/2012	\$3,932,711.11	\$210,524.15
4755.039708	7	11/09/2010	07/15/2011	09/14/2011	61	09/14/2011	\$1,020,864.00	\$0.00
13.040092	4	12/14/2010	09/30/2011	09/30/2011	0	09/15/2011	\$2,762,017.45	(\$337,089.03)
21.039975	5	09/13/2011	07/31/2012	08/31/2012	31	08/31/2012	\$149,832.25	\$38,424.56
04.041103	2	03/13/2012	10/31/2012	10/31/2012	0	10/31/2012	\$248,000.80	(\$86,458.20)
07.041154	6	03/13/2012	09/30/2012	12/21/2012	82	01/04/2013	\$482,483.32	(\$9,805.50)
4754.039589	4	03/08/2011	07/31/2011	07/31/2011	0	06/08/2011	\$163,586.00	\$21,447.30
23.041185	3	03/13/2012	10/31/2012	11/30/2012	30	12/04/2012	\$270,825.31	(\$1.58)
LPA10.193B	6	11/11/2011	07/17/2013	08/07/2013	21	08/01/2013	\$6,231,725.47	(\$470,041.22)
23.041292	3	03/13/2012	10/31/2012	11/30/2012	30	12/01/2012	\$263,138.23	\$0.00
02.039509R1	7	03/08/2011	11/30/2011	10/07/2012	312	10/07/2012	\$3,440,083.50	\$211,953.40
16.341101	5	02/08/2011	08/31/2011	08/31/2011	0	06/09/2011	\$52,648.50	(\$0.01)
21.341101	5	02/08/2011	09/30/2011	09/30/2011	0	06/30/2011	\$57,982.00	\$28,669.92



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22.038886	5	02/08/2011	10/31/2011	10/31/2011	0	10/31/2011	\$390,850.65	(\$961.37)
22.040525A	5	06/14/2011	04/30/2012	04/30/2012	0	04/30/2012	\$364,135.78	(\$54,214.38)
47.341103	3	02/08/2011	09/30/2012	09/30/2012	0	04/26/2012	\$787,440.00	\$126.72
47.281103	3	02/08/2011	09/30/2012	09/30/2012	0	07/31/2012	\$1,724,950.00	(\$1,064,019.90)
4757.040289	7	05/12/2011	06/30/2012	01/31/2013	215	01/31/2013	\$264,350.00	\$139,485.16
04.040544	2	05/12/2011	11/30/2011	11/30/2011	0	08/19/2011	\$67,887.00	\$7,775.00
17.040923	5	06/12/2012	06/30/2013	06/30/2013	0	06/27/2013	\$262,046.61	(\$18,275.14)
17.041051	5	06/12/2012	04/30/2013	04/30/2013	0	11/29/2012	\$130,360.00	(\$26,490.60)
09.041062	7	06/12/2012	04/30/2013	04/30/2013	0	04/30/2013	\$62,749.50	\$0.00
30.040892	2	06/12/2012	05/31/2013	07/23/2013	53	06/03/2013	\$462,864.95	\$62,511.12
32.038894	1	06/12/2012	06/30/2013	06/30/2013	0	05/03/2013	\$898,967.86	\$43,794.00
08.371301	6	10/09/2012	06/30/2013	07/31/2013	31	11/05/2013	\$341,560.00	(\$41,345.58)
09.039384	7	10/09/2012	07/31/2013	08/29/2013	29	08/29/2013	\$179,499.00	(\$10.00)
26.040499	5	04/10/2012	10/31/2012	10/31/2012	0	09/11/2012	\$45,744.03	\$346.70
38.040513	7	04/10/2012	09/30/2012	09/30/2012	0	08/08/2012	\$38,639.00	(\$0.04)
4756.041813	6	11/14/2012	07/15/2013	07/15/2013	0	07/28/2013	\$294,671.50	(\$30,556.07)
4757.041393	7	11/14/2012	10/31/2013	04/01/2014	152	//	\$1,866,970.15	\$0.00
19.041648	2	11/14/2012	08/31/2013	10/26/2013	56	08/31/2013	\$1,577,108.04	(\$0.02)
21.041669	5	11/14/2012	08/31/2013	05/31/2014	273	05/31/2014	\$3,313,750.28	\$164,905.78
39.040843	3	05/08/2012	12/15/2012	01/01/2013	17	01/07/2013	\$2,428,979.09	\$4,664.70
40.041398	1	05/08/2012	11/30/2012	02/11/2013	73	02/25/2013	\$398,716.60	(\$47,214.24)
30.041745	2	01/08/2013	08/31/2013	10/26/2013	56	08/22/2013	\$429,478.15	\$0.00
30.651301	2	01/08/2013	08/31/2013	04/13/2014	225	08/30/2013	\$668,682.49	\$0.00
31.041736	1	01/08/2013	08/31/2013	02/18/2014	171	02/18/2014	\$418,628.30	(\$22,115.91)
01.042336	2	05/14/2013	10/31/2013	05/31/2014	212	05/14/2014	\$227,599.90	(\$0.68)
04.042355	2	05/14/2013	04/30/2014	08/21/2014	113	05/13/2014	\$757,164.81	(\$8,874.72)
10.042291	6	04/09/2013	06/30/2014	06/30/2014	0	06/30/2014	\$4,201,262.77	(\$386,846.92)
0710.042389	6	05/14/2013	04/30/2014	08/15/2014	107	08/15/2014	\$238,279.50	\$28,081.13
27.042547	6	08/13/2013	05/31/2014	05/31/2014	0	05/05/2014	\$415,994.88	\$0.00
30.101401	2	08/13/2013	04/30/2014	04/30/2014	0	04/04/2014	\$244,647.02	\$0.00
32.101401	1	08/13/2013	05/31/2014	06/06/2014	6	06/06/2014	\$643,082.66	\$103,583.57
32.101402	1	08/13/2013	05/31/2014	05/31/2014	0	06/25/2014	\$831,390.15	(\$0.17)
4751.039245	1	03/09/2010	08/15/2010	12/11/2010	118	12/11/2010	\$101,000.00	\$1,018.00
4752.039249	2	03/09/2010	08/15/2010	08/15/2010	0	08/14/2010	\$166,705.00	\$0.00
4754.039909	4	12/14/2010	06/30/2012	12/14/2012	167	12/14/2012	\$2,497,213.50	\$18,134.94
4755.039910	5	12/14/2010	06/30/2012	05/31/2014	700	05/31/2014	\$2,925,582.00	\$321,600.53



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08.040106	6	12/14/2010	11/30/2011	08/20/2012	264	08/20/2012	\$5,448,102.56	(\$567,053.00)
10.037284AR	6	01/18/2011	11/30/2011	01/12/2012	43	01/12/2012	\$1,814,134.95	(\$353,885.82)
23.040232	3	12/14/2010	06/30/2011	06/30/2011	0	04/19/2011	\$378,826.32	\$0.00
28.040073	1	12/14/2010	09/30/2011	07/15/2012	289	07/15/2012	\$3,849,271.86	\$239,094.85
4751.039551	1	05/11/2010	03/31/2011	11/23/2011	237	11/23/2011	\$375,935.00	\$316,119.00
4751.039556	1	05/11/2010	12/15/2010	03/18/2011	93	03/18/2011	\$815,136.50	(\$84,664.00)
2946.037243	4	11/09/2010	05/31/2013	04/15/2014	319	04/15/2014	\$17,346,264.00	\$195,411.36
29.039658	4	11/09/2010	07/31/2011	08/22/2011	22	08/22/2011	\$1,112,674.27	(\$47,288.39)
02.038734	7	05/11/2010	11/30/2010	07/30/2011	242	07/01/2011	\$875,221.51	\$119,592.02
09.038672R1	7	05/11/2010	10/31/2010	10/31/2010	0	//	\$290,739.52	\$0.00
16.040097	5	12/14/2010	09/30/2011	10/31/2012	397	10/31/2012	\$6,673,974.57	\$824,692.61
43.040198A	1	12/14/2010	07/31/2011	09/15/2011	46	08/29/2011	\$726,587.91	\$0.00
4751.039580	1	01/18/2011	09/15/2011	12/15/2011	91	12/15/2011	\$389,104.00	\$62,283.20
LPA10.204B	6	04/15/2010	01/19/2011	03/31/2011	71	03/21/2011	\$1,793,056.42	(\$269,925.41)
4755.039591	5	03/08/2011	07/31/2011	07/31/2011	0	05/19/2011	\$172,492.00	(\$10,700.00)
4756.039593	6	03/08/2011	07/31/2011	07/31/2011	0	08/11/2011	\$103,150.00	(\$182.16)
4757.039599	7	03/08/2011	07/31/2011	07/31/2011	0	07/16/2011	\$151,220.00	\$0.00
02.101201	7	06/21/2011	05/31/2012	09/30/2012	122	07/10/2012	\$1,267,248.89	\$0.00
46.040211R1	4	04/12/2011	11/30/2011	11/30/2011	0	11/30/2011	\$662,441.15	(\$169,426.19)
38.039894	7	05/12/2011	04/30/2012	09/16/2012	139	10/20/2012	\$1,839,408.08	(\$0.01)
4752.040279	2	06/14/2011	06/30/2012	09/30/2012	92	09/11/2012	\$415,642.50	(\$0.01)
13.035718A	4	09/13/2011	09/30/2012	10/17/2012	17	10/17/2012	\$718,744.18	(\$137,620.28)
22.040526A	5	06/14/2011	03/31/2012	03/31/2012	0	03/26/2012	\$269,996.74	(\$27,037.56)
23.039776R2	3	06/14/2011	05/31/2012	05/31/2012	0	04/30/2012	\$628,451.65	\$5,168.00
26.038507	5	06/14/2011	05/31/2012	05/31/2012	0	05/02/2012	\$364,100.67	\$66,140.90
44.040470R1	4	01/18/2011	06/30/2011	06/30/2011	0	05/19/2011	\$209,489.35	(\$37,964.38)
07.201101	6	05/12/2011	11/30/2011	11/30/2011	0	11/18/2011	\$116,085.22	\$2,550.00
07.201102	6	05/12/2011	11/30/2011	11/30/2011	0	11/18/2011	\$607,423.92	\$555.00
23.040086R1	3	01/18/2011	11/30/2012	11/30/2012	0	08/17/2012	\$6,058,133.99	\$0.01
27.038165R2	6	01/18/2011	08/31/2011	09/14/2011	14	09/14/2011	\$163,185.80	\$78,681.44
09.038672R2	7	09/11/2012	04/30/2013	04/30/2013	0	04/30/2013	\$237,960.00	\$0.00
0810.041790	6	09/11/2012	07/31/2013	07/31/2013	0	09/08/2013	\$656,950.40	\$0.00
12.041107	4	06/12/2012	04/30/2013	04/30/2013	0	03/20/2013	\$229,717.00	\$31,562.54
26.039700	5	08/14/2012	06/30/2013	06/30/2013	0	03/29/2013	\$208,619.86	\$75,102.39
12.041802	4	10/09/2012	07/31/2013	08/30/2013	30	09/04/2013	\$372,408.28	(\$39,572.48)
1316.039106	5	10/09/2012	10/31/2013	04/18/2014	169	04/11/2014	\$1,759,141.56	\$0.00

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28.041689	1	11/14/2012	08/31/2013	11/14/2013	75	11/14/2013	\$3,449,894.61	(\$170,848.51)
28.041735	1	11/14/2012	07/31/2013	07/31/2013	0	07/31/2013	\$545,362.74	(\$16,000.00)
4757.041814	7	11/14/2012	07/15/2013	08/31/2013	47	09/18/2013	\$237,646.25	\$751.06
01.041694	2	11/14/2012	10/31/2013	10/13/2015	712	10/13/2015	\$4,947,722.74	\$172,148.64
01.041441	2	05/08/2012	10/30/2012	10/31/2012	1	10/31/2012	\$208,707.21	\$0.00
02.039769	7	05/08/2012	07/31/2013	07/31/2013	0	05/24/2013	\$569,655.28	\$3,650.00
43.029713A	1	05/08/2012	07/31/2014	05/08/2015	281	//	\$5,783,197.83	\$674,729.90
43.178B	1	05/08/2012	11/30/2014	01/31/2016	427	//	\$12,134,209.86	\$1,849,824.32
22.351301	5	01/08/2013	07/31/2013	07/31/2013	0	07/30/2013	\$304,264.33	(\$27,268.64)
40.041847	1	11/14/2012	06/30/2013	10/27/2013	119	10/27/2013	\$986,414.10	(\$151,601.21)
32.041643	1	01/08/2013	07/31/2013	09/05/2013	36	09/05/2013	\$1,128,760.13	(\$63,799.52)
32.041737	1	01/08/2013	07/31/2013	08/31/2013	31	08/21/2013	\$261,555.55	\$0.00
35.042127A	5	01/08/2013	06/30/2013	09/30/2013	92	09/30/2013	\$157,267.15	\$0.00
36.651301	2	01/08/2013	09/30/2013	03/13/2014	164	10/13/2013	\$755,897.91	(\$3,157.06)
08.040175R1	6	05/14/2013	11/30/2013	01/31/2014	62	01/31/2014	\$104,468.52	(\$3,055.40)
15.042067	6	05/14/2013	11/30/2013	11/30/2013	0	11/30/2013	\$682,127.62	\$0.00
26.039886	5	05/14/2013	05/31/2014	08/14/2014	75	08/14/2014	\$441,820.24	(\$1,632.18)
19.041743R1	2	05/14/2013	04/30/2014	06/22/2014	53	03/26/2014	\$353,000.00	\$0.00
38.042367	7	08/13/2013	06/30/2014	08/31/2014	62	08/29/2014	\$799,287.00	\$0.00
42.101401	3	08/13/2013	07/31/2014	07/31/2014	0	06/06/2014	\$388,322.69	(\$20,011.36)
46.042559	4	08/13/2013	06/30/2014	06/30/2014	0	04/24/2014	\$299,950.01	\$78,110.92
46.101401	4	08/13/2013	05/31/2014	05/31/2014	0	07/26/2014	\$364,348.10	\$50,870.50
11.040090R1	4	01/18/2011	08/31/2011	08/31/2011	0	08/09/2011	\$1,812,496.12	(\$321,908.92)
11.040240R1	4	01/18/2011	06/30/2011	06/30/2011	0	06/29/2011	\$541,111.75	(\$52,533.76)
12.039464	4	06/08/2010	06/30/2011	07/24/2011	24	07/23/2011	\$2,020,069.77	(\$44,360.83)
13.039466	4	06/08/2010	05/31/2011	08/08/2011	69	08/08/2011	\$2,173,166.84	(\$161,850.29)
4751.039718	1	05/11/2010	09/15/2010	09/15/2010	0	09/24/2010	\$218,362.30	(\$92,548.44)
4752.039546	2	05/11/2010	02/28/2011	02/28/2011	0	02/28/2011	\$449,860.00	\$0.00
28.039780A	1	06/08/2010	11/30/2010	04/15/2011	136	04/15/2011	\$831,277.34	\$107,661.83
02.56101R1	7	07/13/2010	10/31/2010	03/10/2011	130	03/10/2011	\$186,953.00	\$0.00
13.035714A	4	05/11/2010	04/30/2011	06/10/2011	41	06/30/2011	\$863,307.86	(\$236,324.45)
16.038107.1	5	05/11/2010	10/31/2011	01/30/2012	91	01/30/2012	\$7,125,689.14	\$102,235.04
30.039444	2	07/13/2010	07/31/2011	09/06/2011	37	09/06/2011	\$3,298,986.91	\$16,015.00
30.039445	2	07/13/2010	05/31/2011	05/31/2011	0	05/18/2011	\$210,728.00	\$0.00
43.039545A	1	05/11/2010	11/30/2010	03/09/2011	99	03/09/2011	\$456,797.99	\$0.01
4755.039560	5	06/08/2010	12/15/2010	05/31/2011	167	12/31/2011	\$1,065,383.00	\$0.00



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08.041093A	6	01/10/2012	08/31/2012	11/04/2013	430	11/04/2013	\$2,157,508.24	\$56,181.64
06.039358	7	08/10/2010	04/30/2011	04/30/2011	0	02/18/2011	\$235,188.25	(\$0.51)
03.101201	7	06/21/2011	05/31/2012	05/31/2012	0	12/07/2011	\$2,244,681.17	\$0.00
13.101201	4	06/21/2011	05/31/2012	07/31/2012	61	08/14/2012	\$2,433,531.84	(\$186,308.84)
16.101201	5	06/21/2011	05/31/2012	10/31/2012	153	10/31/2012	\$1,801,430.23	\$900.00
12.041040R14		02/14/2012	08/31/2012	08/31/2012	0	09/17/2012	\$293,852.40	(\$22,808.75)
11.038261R14		09/13/2011	05/31/2013	10/19/2013	141	12/13/2013	\$3,320,446.41	(\$111,095.05)
14.040314	7	09/13/2011	06/30/2012	07/10/2012	10	07/12/2012	\$181,352.10	\$996.06
21.039221	5	09/13/2011	08/01/2012	08/01/2012	0	08/01/2012	\$2,553,381.67	(\$41,379.25)
40.039604	1	02/14/2012	07/31/2012	08/06/2012	6	08/06/2012	\$59,341.34	\$3,150.00
29.041002	4	10/11/2011	08/31/2012	10/31/2012	61	11/07/2012	\$320,738.17	\$116,626.79
31.041087	1	10/11/2011	08/30/2012	09/30/2012	31	09/11/2012	\$202,849.66	\$70,993.21
33.040759	2	10/11/2011	07/31/2012	07/31/2012	0	07/26/2012	\$345,576.53	\$0.00
02.039169	1	01/14/2011	08/29/2012	07/17/2013	322	07/17/2013	\$17,000,000.00	\$788,477.00
28.039497R11		01/18/2011	09/30/2011	09/30/2011	0	09/09/2011	\$773,498.67	\$35,828.57
32.039620R11		01/18/2011	08/31/2011	12/31/2011	122	01/16/2012	\$1,559,777.08	\$39,886.97
4757.040570	7	08/09/2011	09/30/2012	12/31/2012	92	12/31/2012	\$161,150.00	\$17,358.50
07.037178A	6	08/09/2011	11/30/2013	01/09/2014	40	01/09/2014	\$23,637,118.90	\$1,610,303.23
27.040577R16		08/14/2012	07/31/2013	07/31/2013	0	07/31/2013	\$386,712.00	\$7,996.20
32.255BR1	1	08/14/2012	04/30/2014	11/25/2014	209	11/25/2014	\$4,765,815.85	(\$121,664.15)
4756.041597	6	12/11/2012	08/31/2013	09/30/2013	30	09/30/2013	\$253,950.00	\$53,214.25
4756.042102	6	12/11/2012	02/28/2014	04/30/2014	61	04/30/2014	\$822,963.00	(\$355.79)
29.041854	4	11/14/2012	05/31/2013	06/30/2013	30	07/31/2013	\$227,825.50	(\$11,750.42)
32.039605	1	11/14/2012	07/31/2013	10/15/2013	76	10/14/2013	\$744,441.21	\$10,210.00
20.041537	4	09/11/2012	05/31/2013	05/31/2013	0	01/14/2013	\$27,221.00	(\$2,458.91)
LPA18.DORC.	6	11/06/2012	02/28/2015	02/28/2015	0	//	\$6,074,673.75	\$31,102.25
02.039983	7	05/08/2012	07/31/2013	04/30/2014	273	04/18/2014	\$2,189,347.95	\$213,380.84
02.040874	7	05/08/2012	04/30/2013	10/20/2013	173	10/01/2013	\$2,514,567.97	\$39,126.88
10.041875	6	11/14/2012	11/30/2013	03/31/2014	121	03/31/2014	\$1,440,958.56	(\$73,124.54)
08.341303	6	01/08/2013	06/30/2013	07/31/2013	31	08/03/2013	\$315,745.00	(\$19,299.04)
23.039768	3	01/08/2013	08/09/2013	08/09/2013	0	08/09/2013	\$154,201.00	\$11,404.30
23.041174	3	01/08/2013	08/31/2013	10/27/2013	57	10/24/2013	\$649,792.67	(\$0.16)
33.041526	2	07/10/2012	05/31/2013	07/22/2013	52	06/01/2013	\$389,949.04	\$0.00
34.039036R15		07/10/2012	06/30/2013	06/30/2013	0	06/28/2013	\$420,640.28	(\$10,400.85)
37.041750	3	01/08/2013	07/31/2013	07/31/2013	0	07/16/2013	\$399,593.48	\$0.00
38.041822	7	01/08/2013	08/31/2013	09/05/2013	5	09/05/2013	\$246,038.24	\$0.00



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39.041704	3	01/08/2013	09/30/2013	09/30/2013	0	09/27/2013	\$2,398,171.83	(\$200.54)
40.041644	1	01/08/2013	10/31/2013	06/03/2014	215	06/03/2014	\$1,485,933.68	(\$38,272.54)
26.042231A	5	05/14/2013	04/30/2014	04/30/2014	0	04/30/2014	\$492,740.07	(\$35,672.43)
32.040346R1	1	05/14/2013	03/31/2014	03/31/2014	0	02/10/2014	\$100,848.00	(\$16,501.60)
32.040632	1	05/14/2013	04/30/2014	04/30/2014	0	01/17/2014	\$167,662.00	(\$45,163.62)
32.041178	1	05/14/2013	05/31/2014	06/12/2015	377	06/12/2015	\$556,290.17	\$102,328.02
47.042306	1	08/13/2013	03/31/2014	04/10/2014	10	03/28/2014	\$848,225.00	\$3,082.00
4752.042509	2	08/13/2013	08/31/2014	05/31/2015	273	03/13/2015	\$426,936.00	(\$10.00)
4752.042516	2	08/13/2013	08/31/2014	06/30/2015	303	06/12/2015	\$660,630.00	\$209,974.80
4753.042517	3	08/13/2013	08/31/2014	08/31/2014	0	08/31/2014	\$756,103.00	\$4,536.75
21.038436	5	01/12/2010	10/31/2010	10/31/2010	0	09/22/2010	\$289,102.00	\$49,808.25
21.039035A	5	01/12/2010	10/31/2010	10/31/2010	0	10/31/2010	\$1,300,325.21	(\$97,098.71)
15.039503	6	06/08/2010	05/31/2011	07/28/2011	58	07/28/2011	\$2,046,165.14	(\$252,457.12)
16.039477	5	06/08/2010	08/31/2011	03/31/2012	213	03/31/2012	\$5,740,771.98	\$65,078.16
40.039346	1	08/10/2010	05/31/2011	05/31/2011	0	05/31/2011	\$204,750.34	(\$32,660.76)
46.037667A	4	08/10/2010	03/22/2011	03/26/2011	4	05/13/2011	\$956,918.64	(\$28,186.21)
05.039770	7	07/13/2010	06/30/2011	06/30/2011	0	06/30/2011	\$1,038,757.01	(\$0.01)
10.037926R3	6	07/13/2010	06/30/2011	06/30/2011	0	06/30/2011	\$3,190,233.49	(\$655,558.22)
30.039352	2	09/14/2010	05/31/2011	05/31/2011	0	05/13/2011	\$123,563.75	\$9,594.00
30.221101	2	09/14/2010	05/31/2011	05/31/2011	0	06/03/2011	\$593,604.96	\$44,933.65
32.039427	1	07/13/2010	05/31/2011	05/31/2011	0	05/13/2011	\$199,021.39	\$162,745.72
33.039734	2	07/13/2010	05/31/2011	05/31/2011	0	05/12/2011	\$698,247.24	\$0.00
4756.039367	6	10/12/2010	07/31/2011	10/29/2011	90	10/29/2011	\$1,706,665.00	(\$358,570.00)
02.039962	7	10/12/2010	06/30/2011	06/30/2011	0	06/28/2011	\$630,201.24	\$1,315.00
08.803	6	08/10/2010	06/30/2011	11/18/2011	141	11/18/2011	\$1,657,820.13	\$59,708.52
11.101101	4	08/10/2010	06/30/2011	06/30/2011	0	06/30/2011	\$1,583,196.09	(\$146,427.92)
12.038222	4	08/10/2010	05/31/2011	05/31/2011	0	06/02/2011	\$189,951.00	\$3,457.88
01.039625	2	11/09/2010	06/30/2011	07/13/2011	13	07/13/2011	\$1,126,207.22	\$30,263.78
13.036223A	4	02/14/2012	08/31/2012	09/24/2012	24	10/23/2012	\$249,324.80	\$26,590.93
02.040536	7	07/12/2011	05/31/2012	09/30/2012	122	09/30/2012	\$1,589,966.41	(\$0.14)
02.040654	7	07/12/2011	06/30/2012	06/30/2012	0	06/21/2012	\$1,198,140.16	\$42,398.40
10.037229AF	6	01/18/2011	11/29/2012	04/30/2013	152	04/30/2013	\$55,810,480.99	\$6,870,034.11
43.038241	1	02/14/2012	05/31/2013	09/30/2013	122	09/30/2013	\$2,160,247.20	\$19,362.02
46.041191	4	02/14/2012	09/30/2012	09/30/2012	0	09/30/2012	\$1,146,445.96	(\$119,348.98)
10.039363AF	6	07/12/2011	05/31/2012	06/20/2012	20	06/20/2012	\$6,851,154.18	(\$1,527,105.00)
37.041186	3	03/13/2012	09/30/2012	10/31/2012	31	11/05/2012	\$169,998.41	(\$9.00)

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23.038887	3	07/12/2011	06/30/2012	07/24/2012	24	07/24/2012	\$519,201.40	\$18,990.42
23.038892R1	3	07/12/2011	06/30/2012	07/02/2012	2	06/29/2012	\$1,242,425.77	(\$99,292.74)
22.341101	5	02/08/2011	08/31/2011	10/31/2011	61	10/31/2011	\$41,824.00	(\$0.40)
25.037448R1	7	02/08/2011	10/31/2011	11/30/2012	396	11/30/2012	\$248,567.13	\$6,371.96
10.040768	6	08/09/2011	03/31/2012	03/31/2012	0	03/16/2012	\$843,595.00	\$154.00
18.040506AR	6	08/09/2011	05/15/2012	05/15/2012	0	05/04/2012	\$399,734.80	(\$157,271.40)
47.341104	4	02/08/2011	09/30/2012	09/30/2012	0	04/25/2012	\$865,000.00	\$47,729.18
47.281104	4	02/08/2011	09/30/2012	09/30/2012	0	09/30/2012	\$1,664,215.05	(\$65,498.19)
4757.041590	7	12/11/2012	08/31/2013	10/25/2013	55	09/25/2013	\$311,625.00	\$0.00
4757.041598	7	12/11/2012	08/31/2013	10/25/2013	55	10/09/2013	\$203,700.00	\$0.00
19.040786	2	06/12/2012	05/31/2013	08/15/2013	76	06/25/2013	\$1,794,595.36	(\$0.09)
19.040890	2	06/12/2012	05/31/2013	07/22/2013	52	06/04/2013	\$577,388.91	\$0.00
23.041654	3	01/08/2013	11/30/2013	05/16/2014	167	04/03/2014	\$6,575,879.86	(\$812,240.05)
26.042062A	5	01/08/2013	09/30/2013	09/30/2013	0	09/30/2013	\$426,415.80	\$62,702.07
32.040884	1	06/12/2012	04/30/2013	04/30/2013	0	03/18/2013	\$186,327.57	\$0.00
32.041307	1	06/12/2012	05/31/2013	05/31/2013	0	05/31/2013	\$325,294.91	\$32,287.53
09.041778	7	01/08/2013	09/30/2013	11/05/2013	36	11/05/2013	\$509,050.99	\$0.00
11.041753	4	01/08/2013	07/31/2013	07/31/2013	0	07/31/2013	\$299,549.00	(\$21,920.61)
42.039174	3	04/10/2012	11/30/2012	11/30/2012	0	07/27/2012	\$97,745.80	(\$0.02)
44.040755	4	04/10/2012	08/31/2012	11/05/2012	66	11/05/2012	\$1,178,090.00	(\$189,886.01)
39.037728A	3	07/10/2012	07/31/2013	08/31/2013	31	08/13/2013	\$753,372.20	\$57,426.14
42.038400A	3	07/10/2012	04/28/2014	04/28/2014	0	01/15/2014	\$5,693,205.95	\$139,296.46
4752.041585	2	08/14/2012	06/30/2013	10/31/2013	123	10/30/2013	\$378,776.00	(\$9.40)
4753.041594	3	08/14/2012	06/30/2013	10/31/2013	123	08/01/2013	\$1,027,168.50	\$299,812.50
4751.042241	1	02/12/2013	09/30/2013	12/03/2013	64	12/03/2013	\$189,539.10	\$22,728.00
4752.042240	2	02/12/2013	09/30/2013	09/30/2013	0	05/31/2013	\$169,939.00	\$0.00
4753.042239	3	02/12/2013	08/31/2013	08/31/2013	0	07/09/2013	\$213,906.00	\$3,331.64
4754.042237	4	02/12/2013	08/31/2013	08/31/2013	0	08/25/2013	\$160,522.00	(\$255.30)
4751.042317	1	05/14/2013	12/15/2013	08/31/2014	259	08/31/2014	\$729,628.45	\$0.00
4755.042316	5	05/14/2013	12/15/2013	11/15/2014	335	11/06/2014	\$478,860.00	\$26,835.37
17.042359A	5	05/14/2013	09/30/2013	10/04/2013	4	10/04/2013	\$219,270.91	\$0.00
22.039388	5	05/14/2013	11/30/2014	02/06/2015	68	01/30/2015	\$1,492,751.95	(\$157,390.55)
4755.042512	5	08/13/2013	08/31/2014	02/28/2015	181	02/28/2015	\$158,970.00	\$19,823.25
4755.042519	5	08/13/2013	08/31/2014	05/31/2015	273	//	\$397,826.00	\$39,807.00
4756.042513	6	08/13/2013	08/31/2014	01/31/2015	153	01/31/2015	\$263,480.00	\$39,459.25
52.101401	2	08/13/2013	04/30/2014	04/30/2014	0	04/28/2014	\$151,303.20	\$0.00



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22.341001	5	01/12/2010	08/31/2010	08/31/2010	0	08/31/2010	\$196,350.00	(\$28,227.60)
26.036063A	5	01/12/2010	11/30/2011	09/17/2014	1022	09/17/2014	\$3,799,169.10	\$114,429.29
4754.039251	4	03/09/2010	08/15/2010	08/15/2010	0	10/19/2010	\$148,700.00	\$0.00
02.271001	7	03/09/2010	07/31/2010	07/31/2010	0	07/30/2010	\$60,282.13	\$0.00
46.039354	4	08/10/2010	06/30/2011	08/24/2011	55	08/24/2011	\$375,764.52	\$40,836.46
02.039377	7	09/14/2010	06/30/2011	08/31/2011	62	08/31/2011	\$209,418.05	(\$1.36)
4757.039911	7	12/14/2010	06/30/2012	09/30/2012	92	09/16/2012	\$1,567,435.00	(\$0.06)
42.040089	3	12/14/2010	07/31/2011	08/12/2011	12	08/07/2011	\$937,381.88	(\$75,089.63)
32.038535	1	09/14/2010	07/31/2011	07/23/2012	358	07/10/2012	\$620,309.90	\$25,797.99
32.039308	1	09/14/2010	05/31/2011	05/31/2011	0	05/26/2011	\$85,941.00	(\$10,549.00)
29.038666	4	12/14/2010	09/30/2011	09/30/2011	0	09/26/2011	\$641,766.15	\$62,198.21
30.040036	2	12/14/2010	09/30/2011	10/22/2012	388	10/22/2012	\$3,464,992.83	\$84,924.23
04.036265A	2	10/12/2010	11/30/2011	12/31/2011	31	12/31/2011	\$856,112.70	\$55,201.88
10.039500R1	6	10/12/2010	07/31/2011	08/22/2011	22	08/22/2011	\$1,318,888.96	(\$149,496.69)
30.039633	2	11/09/2010	07/31/2011	08/31/2011	31	08/31/2011	\$958,600.49	\$1,076.82
32.039619	1	11/09/2010	07/31/2011	10/31/2011	92	10/28/2011	\$1,587,430.67	\$80,554.60
02.039691	7	11/09/2010	07/31/2011	07/31/2011	0	08/04/2011	\$888,857.48	\$0.00
02.039692	7	11/09/2010	06/30/2011	09/15/2011	77	08/31/2011	\$1,292,006.44	\$188,657.66
08.039682	6	11/09/2010	06/30/2011	09/20/2011	82	09/20/2011	\$1,138,482.72	\$1,076.03
4752.039583	2	01/18/2011	09/15/2011	09/15/2011	0	08/11/2011	\$344,840.00	\$0.00
10.037130A	6	03/13/2012	06/30/2015	07/25/2015	25	07/24/2015	\$32,363,740.74	(\$753,386.93)
11.041106	4	03/13/2012	09/30/2012	09/30/2012	0	09/05/2012	\$261,582.50	(\$36,182.30)
17.040861	5	03/13/2012	10/31/2012	10/31/2012	0	10/31/2012	\$2,421,431.22	(\$166,661.68)
04.039030	2	03/08/2011	10/31/2011	02/10/2012	102	02/10/2012	\$234,874.60	\$11,351.10
42.041188	3	03/13/2012	09/30/2012	10/30/2012	30	10/25/2012	\$98,916.14	(\$0.02)
4755.041266	5	04/10/2012	09/15/2012	09/15/2012	0	08/26/2012	\$234,351.25	(\$36.75)
4756.041267	6	04/10/2012	10/15/2012	10/15/2012	0	10/11/2012	\$173,299.75	\$3,517.35
26.037238AR	5	04/12/2011	11/17/2011	09/07/2012	295	12/20/2011	\$1,736,781.94	\$7,846.66
34.038160	5	02/08/2011	07/31/2011	07/31/2011	0	06/07/2011	\$40,373.78	\$0.00
37.038897	3	02/08/2011	11/30/2011	11/30/2011	0	09/08/2011	\$748,222.00	\$30,705.02
47.040257	3	04/12/2011	08/31/2011	08/31/2011	0	08/18/2011	\$284,010.50	(\$73,553.00)
47.040259	7	04/12/2011	08/31/2011	11/07/2011	68	11/07/2011	\$328,186.25	\$0.00
4755.039590	5	02/08/2011	09/30/2011	09/30/2011	0	10/17/2011	\$474,362.00	(\$33,293.00)
47.341105	5	02/08/2011	09/30/2012	09/30/2012	0	09/03/2012	\$998,500.00	(\$198.75)
08.040272R1	6	05/12/2011	10/15/2011	10/15/2011	0	10/06/2011	\$876,880.27	(\$164,890.68)
15.040276R1	6	05/12/2011	11/30/2011	11/30/2011	0	09/28/2011	\$455,191.55	(\$77,020.87)



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21.040925	5	06/12/2012	05/31/2013	08/02/2013	63	07/31/2013	\$561,050.71	(\$20,527.01)
22.040926	5	06/12/2012	06/30/2013	06/30/2013	0	10/30/2012	\$472,912.11	\$10,185.30
LPA07.03693	6	06/14/2012	05/18/2014	11/06/2014	172	//	\$14,998,972.30	\$1,693,213.14
18.041194	6	09/11/2012	06/30/2013	12/02/2013	155	12/02/2013	\$412,331.00	\$905.71
37.040897	3	06/12/2012	04/30/2013	04/30/2013	0	04/30/2013	\$389,120.02	\$0.00
40.040782	1	06/12/2012	05/31/2013	11/14/2013	167	11/14/2013	\$4,587,882.94	(\$410,726.66)
18.041196	6	10/09/2012	05/31/2013	07/08/2013	38	07/08/2013	\$119,292.00	(\$28,932.15)
21.041635A	5	10/09/2012	07/31/2013	07/31/2013	0	07/31/2013	\$1,609,415.79	(\$0.06)
46.040803	4	04/10/2012	11/30/2012	11/30/2012	0	05/11/2013	\$3,278,082.74	(\$88,235.68)
47.040729	1	04/10/2012	12/15/2012	12/31/2013	381	12/20/2013	\$489,715.75	\$111,303.18
22.56131	5	09/11/2012	12/31/2012	12/31/2012	0	12/20/2012	\$279,458.00	(\$0.40)
02.041681	7	11/14/2012	09/30/2013	03/31/2014	182	03/31/2014	\$2,622,548.60	\$101,970.00
4754.041595	4	08/14/2012	06/30/2013	09/30/2013	92	09/11/2013	\$676,461.00	\$135,843.40
4755.041588	5	08/14/2012	06/30/2013	10/31/2013	123	09/09/2013	\$178,819.00	\$14,213.58
44.038509	4	05/08/2012	01/25/2013	02/09/2013	15	02/25/2013	\$1,518,092.25	(\$84,748.02)
46.040020	4	05/08/2012	04/30/2013	10/25/2013	178	09/17/2013	\$542,214.92	(\$161,922.73)
07.041675	6	02/12/2013	11/30/2013	04/20/2014	141	04/20/2014	\$3,437,113.56	\$3,750.01
07.371303R1	6	02/12/2013	10/31/2013	10/31/2013	0	11/20/2013	\$243,000.00	\$0.00
08.041676	6	02/12/2013	11/30/2013	04/20/2014	141	04/18/2014	\$3,046,610.04	(\$335,279.88)
09.041454	1	02/12/2013	08/20/2014	11/20/2014	92	12/13/2014	\$1,880,702.28	(\$67,027.81)
09.042328	7	06/11/2013	03/31/2014	03/31/2014	0	03/27/2014	\$260,876.19	\$1,170.00
0932.038170	1	03/22/2013	07/23/2015	08/01/2015	9	//	\$75,750,000.00	(\$538,665.54)
10.038868R2	6	06/11/2013	04/30/2014	04/30/2014	0	04/30/2014	\$355,730.25	\$13,069.40
10.040764R1	6	06/11/2013	04/30/2014	05/16/2014	16	05/23/2014	\$285,246.80	(\$10,248.00)
02.101402	7	09/10/2013	06/30/2014	07/08/2014	8	07/08/2014	\$1,948,064.43	\$0.01
08.042574	6	09/10/2013	06/30/2014	08/01/2014	32	08/01/2014	\$1,475,095.03	(\$126,239.92)
0810.042427	6	09/10/2013	06/30/2014	10/31/2014	123	10/16/2014	\$940,274.45	\$772,380.55
09.101402	7	09/10/2013	06/30/2014	06/30/2014	0	06/29/2014	\$1,527,166.36	\$13,029.51
42.56101	3	03/16/2010	06/21/2010	07/26/2010	35	07/15/2010	\$72,367.00	\$0.00
4756.039270	6	03/16/2010	08/31/2010	08/31/2010	0	07/22/2010	\$92,253.00	\$0.00
40.039622	1	12/14/2010	07/31/2011	07/31/2011	0	06/30/2011	\$545,677.69	\$26,705.94
45.040268	5	12/14/2010	06/30/2011	06/30/2011	0	06/30/2011	\$227,871.30	\$13,981.79
13.040209A	4	10/12/2010	05/31/2011	05/31/2011	0	04/20/2011	\$323,724.82	(\$5,626.84)
26.040010A	5	10/12/2010	06/30/2011	06/30/2011	0	06/30/2011	\$166,245.94	(\$56,230.89)
32.039519	1	12/14/2010	11/30/2011	06/30/2012	213	06/30/2012	\$6,207,871.16	\$147,955.13
37.040234	3	12/14/2010	06/30/2011	06/30/2011	0	05/04/2011	\$537,031.40	\$23,638.79

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4752.039552	2	05/11/2010	03/31/2011	09/15/2011	168	09/15/2011	\$689,937.50	\$0.02
4752.039557	2	05/11/2010	12/15/2010	06/30/2011	197	05/26/2011	\$374,156.00	\$0.00
37.039643	3	11/09/2010	07/31/2011	08/17/2011	17	08/17/2011	\$1,366,355.15	\$119,861.70
38.039031	7	11/09/2010	12/15/2012	05/31/2013	167	05/31/2013	\$20,104,320.56	\$93,718.71
17.039529A	5	05/11/2010	05/31/2011	08/31/2011	92	08/31/2011	\$1,851,238.60	\$0.00
22.039227	5	05/11/2010	10/31/2010	10/31/2010	0	10/31/2010	\$70,406.30	(\$11,259.20)
4753.039586	3	01/18/2011	09/15/2011	10/04/2011	19	10/03/2011	\$414,550.00	\$0.00
4754.039588	4	01/18/2011	09/15/2011	09/15/2011	0	07/28/2011	\$314,824.00	\$0.00
01.040078R1	2	01/18/2011	09/30/2011	12/31/2011	92	12/09/2011	\$3,614,888.55	\$7,831.89
01.038220	2	06/08/2010	04/30/2011	06/16/2011	47	06/16/2011	\$157,362.00	\$4,113.51
04.039575R1	2	03/08/2011	11/30/2011	05/18/2012	170	05/18/2012	\$675,577.93	(\$42,827.86)
07.039679R1	6	03/08/2011	11/30/2011	11/30/2011	0	09/14/2011	\$1,284,773.60	(\$11,748.00)
08.039681R1	6	03/08/2011	04/30/2012	09/30/2012	153	09/30/2012	\$2,255,404.48	(\$388,744.59)
20.040515	4	03/08/2011	10/31/2011	10/31/2011	0	09/26/2011	\$322,562.88	(\$7,747.57)
4752.040293	2	06/14/2011	06/30/2012	09/30/2012	92	09/17/2012	\$737,587.50	\$34,806.13
01.331101R1	2	06/14/2011	11/30/2011	04/13/2012	135	04/13/2012	\$775,974.07	(\$7,449.14)
02.040645	7	06/14/2011	06/30/2012	09/30/2012	92	07/10/2012	\$1,377,847.03	\$0.00
21.039595R1	5	09/13/2011	05/31/2012	05/31/2012	0	04/13/2012	\$54,303.69	\$0.00
4751.040277	1	05/12/2011	06/30/2012	02/28/2013	243	02/04/2013	\$497,890.00	\$40,414.00
4751.040291	1	05/12/2011	06/30/2012	02/28/2013	243	02/18/2013	\$328,570.00	\$134,624.95
01.040529	2	12/13/2011	07/31/2012	08/15/2012	15	08/02/2012	\$360,931.93	(\$18,173.68)
08.041272A	6	12/13/2011	07/31/2012	07/31/2012	0	06/27/2012	\$1,506,507.30	(\$307,845.68)
29.031125A	4	05/12/2011	05/31/2012	06/19/2012	19	06/19/2012	\$1,022,615.30	\$60,702.60
32.036348R2	1	05/12/2011	04/30/2012	04/30/2012	0	02/13/2012	\$347,334.00	\$0.00
32.040422R1	1	01/18/2011	06/30/2011	06/28/2012	364	06/28/2012	\$61,600.00	\$0.00
37.040087R1	3	01/18/2011	08/31/2011	09/02/2011	2	09/02/2011	\$1,972,374.55	(\$3,824.54)
42.041000	3	09/11/2012	08/31/2013	10/27/2013	57	09/11/2013	\$394,734.00	(\$52,572.30)
4751.041386	1	10/09/2012	09/30/2013	11/04/2013	35	08/07/2014	\$816,859.60	\$0.00
43.041571	1	08/14/2012	06/30/2013	10/18/2013	110	10/18/2013	\$525,676.75	(\$80,288.04)
43.173B	1	08/14/2012	08/31/2013	09/30/2013	30	09/30/2013	\$3,606,910.94	\$39,449.07
10.351301	6	10/09/2012	05/31/2013	05/31/2013	0	04/03/2013	\$52,455.75	\$1,867.38
32.039387R1	1	10/09/2012	07/31/2013	12/20/2013	142	12/20/2013	\$306,509.90	\$45,800.36
32.041877	1	11/14/2012	07/31/2013	09/27/2013	58	09/27/2013	\$488,680.56	\$0.00
32.041878	1	11/14/2012	08/31/2013	09/21/2014	386	12/04/2014	\$2,530,433.17	(\$231,736.07)
02.041971	7	11/14/2012	05/31/2013	05/31/2013	0	03/19/2013	\$49,237.50	\$0.00
03.041972	7	11/14/2012	06/30/2013	06/30/2013	0	06/27/2013	\$60,698.00	(\$0.01)



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02.041091	7	05/08/2012	12/15/2012	03/31/2013	106	03/31/2013	\$787,893.53	\$16,644.46
04.041451	2	05/08/2012	05/31/2013	10/14/2013	136	08/15/2013	\$778,922.92	(\$29,992.87)
47.041489	7	08/14/2012	10/31/2013	10/31/2013	0	10/31/2013	\$1,098,314.00	\$0.00
04.041592	2	09/11/2012	05/31/2013	07/22/2013	52	05/28/2013	\$334,465.15	\$0.00
06.041525	7	07/10/2012	06/30/2013	06/30/2013	0	06/30/2013	\$287,847.32	\$24,454.46
13.041517	4	07/10/2012	05/31/2013	05/31/2013	0	05/01/2013	\$134,655.69	(\$11,524.57)
09.351302	7	02/12/2013	10/31/2013	04/30/2014	181	04/30/2014	\$2,544,011.06	\$0.00
10.038896R16		02/12/2013	11/30/2013	04/04/2014	125	03/26/2014	\$946,294.36	\$46,347.38
11.041706	4	02/12/2013	11/30/2013	10/01/2014	305	10/01/2014	\$1,649,766.82	(\$46,251.88)
12.041659	4	02/12/2013	11/30/2013	04/20/2014	141	04/21/2014	\$1,683,644.75	(\$60,659.46)
22.039756	5	06/11/2013	04/30/2014	04/30/2014	0	04/03/2014	\$182,100.06	\$25,570.31
29.038039	4	06/11/2013	04/11/2014	04/11/2014	0	04/11/2014	\$2,169,507.78	(\$72,774.52)
29.042358	4	06/11/2013	04/30/2014	06/30/2014	61	06/23/2014	\$430,553.86	\$140,209.73
36.040444	2	06/11/2013	05/31/2014	07/23/2014	53	07/07/2014	\$463,273.00	\$13,071.93
19.101401	2	09/10/2013	04/30/2014	04/30/2014	0	03/27/2014	\$184,426.81	\$0.00
30.042549	2	09/10/2013	05/31/2014	06/30/2014	30	06/27/2014	\$127,146.50	\$0.00
30.042374	2	09/10/2013	05/31/2014	05/31/2014	0	06/09/2014	\$433,169.74	\$0.00
3240.040622	1	09/10/2013	05/31/2014	07/11/2014	41	07/11/2014	\$142,032.00	(\$4,120.00)
35.040329A	5	10/12/2010	06/30/2011	06/30/2011	0	05/02/2011	\$276,642.59	\$0.00
36.040199	2	10/12/2010	05/31/2011	05/31/2011	0	05/31/2011	\$199,089.28	\$0.00
16.039478	5	06/08/2010	10/15/2010	10/15/2010	0	10/15/2010	\$1,295,753.29	\$25,012.97
18.039532	6	06/08/2010	10/31/2010	06/21/2011	233	06/20/2011	\$1,405,401.86	(\$162,161.04)
4753.039547	3	05/11/2010	02/28/2011	06/30/2011	122	06/02/2011	\$912,400.00	\$0.01
4753.039553	3	05/11/2010	03/31/2011	07/18/2011	109	07/18/2011	\$1,423,805.00	(\$0.01)
11.039462	4	07/13/2010	06/30/2011	08/29/2011	60	08/05/2011	\$1,976,405.03	\$36,443.79
14.039296R17		07/13/2010	06/30/2011	07/31/2011	31	07/29/2011	\$980,314.42	\$0.00
22.039414	5	05/11/2010	02/28/2011	01/25/2012	331	01/25/2012	\$38,950.00	\$0.00
24.038260	2	05/11/2010	12/15/2010	02/10/2011	57	03/25/2011	\$2,100,760.97	\$8,799.97
37.036298A	3	07/13/2010	12/15/2012	02/08/2013	55	02/25/2013	\$9,584,758.77	\$180,314.77
40.039428	1	07/13/2010	08/31/2011	09/15/2011	15	09/14/2011	\$2,933,724.43	\$110,150.29
01.039432	2	06/08/2010	06/30/2011	04/30/2012	305	04/30/2012	\$3,994,001.45	\$86,970.75
01.039434	2	06/08/2010	09/30/2010	10/19/2010	19	10/19/2010	\$87,807.80	\$0.00
22.040708A	5	01/10/2012	08/31/2012	08/31/2012	0	08/06/2012	\$213,951.54	\$1,653.57
13.101101	4	08/10/2010	06/30/2011	06/30/2011	0	06/30/2011	\$2,224,092.27	(\$55,830.02)
21.101201	5	06/21/2011	05/31/2012	06/23/2012	23	06/23/2012	\$2,275,606.86	\$515.00
32.040671	1	06/21/2011	07/31/2012	05/31/2013	304	05/31/2013	\$3,343,428.72	(\$593,682.21)



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36.101201	2	06/21/2011	06/30/2012	11/14/2012	137	12/01/2012	\$1,343,114.58	(\$7,250.09)
16.041050	5	02/14/2012	09/30/2012	09/30/2012	0	09/28/2012	\$207,800.00	\$0.00
22.038879	5	09/13/2011	07/31/2012	09/15/2012	46	09/15/2012	\$532,678.30	(\$28,217.07)
26.038528R1	5	09/13/2011	07/31/2012	07/31/2012	0	07/31/2012	\$196,505.89	\$32,812.69
27.038893	6	09/13/2011	07/31/2012	07/31/2012	0	07/30/2012	\$383,477.42	\$5,745.12
4755.040679	5	02/14/2012	08/15/2012	08/15/2012	0	08/15/2012	\$381,537.50	(\$27,928.05)
19.040713	2	12/13/2011	06/30/2012	07/31/2012	31	07/05/2012	\$492,365.87	\$0.00
24.041282	2	12/13/2011	06/30/2012	06/30/2012	0	06/30/2012	\$257,048.23	\$0.00
0437.040636	2	11/08/2011	06/30/2012	06/30/2012	0	06/27/2012	\$121,611.25	(\$5,609.41)
1518.040780	6	11/08/2011	02/28/2013	02/28/2013	0	06/05/2012	\$573,745.84	\$8,134.99
42.040238R1	3	01/18/2011	08/31/2011	08/31/2011	0	08/31/2011	\$3,262,004.04	\$182,759.10
42.040239R1	3	01/18/2011	07/31/2011	07/31/2011	0	07/30/2011	\$395,206.45	(\$10,184.79)
22.038187R1	5	08/09/2011	04/30/2012	04/30/2012	0	01/25/2012	\$90,938.35	(\$17,838.34)
03.041059	7	02/14/2012	07/31/2012	07/31/2012	0	07/31/2012	\$46,286.20	\$0.01
45.039381R1	5	08/14/2012	07/31/2013	09/26/2013	57	09/26/2013	\$189,575.00	\$3,918.00
46.039732R1	4	08/14/2012	07/31/2013	09/29/2013	60	08/07/2013	\$523,870.85	(\$28,109.87)
4757.042101	7	12/11/2012	11/30/2013	11/30/2013	0	08/05/2013	\$240,519.80	\$512.53
02.651301	7	12/11/2012	06/30/2013	08/16/2013	47	09/05/2013	\$1,052,164.45	\$0.00
32.041935	1	11/14/2012	07/31/2013	06/30/2015	699	06/30/2015	\$327,824.37	(\$56,472.05)
37.041703	3	11/14/2012	06/30/2013	06/30/2013	0	06/28/2013	\$1,837,084.05	\$0.01
05.036981A	7	01/08/2013	04/30/2014	12/15/2014	229	12/15/2014	\$1,566,152.77	\$0.03
07.041768	6	01/08/2013	07/31/2013	07/31/2013	0	07/31/2013	\$447,846.26	(\$13.10)
07.040813	6	05/08/2012	11/30/2012	12/04/2012	4	12/04/2012	\$3,752,996.37	(\$84,883.37)
10.037965R4	6	05/08/2012	12/15/2012	07/02/2013	199	07/02/2013	\$1,150,780.43	(\$339,111.42)
19.351301	2	01/08/2013	09/30/2013	03/13/2014	164	10/04/2013	\$1,098,265.29	\$0.00
21.041762	5	01/08/2013	09/30/2013	09/30/2013	0	09/30/2013	\$458,280.06	\$10,611.60
16.041470	5	07/10/2012	06/30/2013	09/30/2013	92	09/12/2013	\$879,053.67	\$39,177.57
21.040807R1	5	07/10/2012	07/31/2013	07/31/2013	0	07/31/2013	\$4,131,723.15	\$80,368.74
46.039674	4	07/10/2012	08/31/2013	08/31/2013	0	08/31/2013	\$2,054,799.99	(\$395,979.50)
46.041118R1	4	07/10/2012	09/30/2013	01/31/2014	123	01/31/2014	\$481,950.00	\$6,617.76
13.041708	4	02/12/2013	11/30/2013	04/20/2014	141	04/21/2014	\$3,686,338.67	(\$109,574.26)
15.041724	6	02/12/2013	11/30/2013	06/28/2014	210	06/27/2014	\$3,420,274.28	(\$138,135.73)
2226.030683	5	02/12/2013	05/22/2013	05/23/2013	1	05/28/2013	\$325,553.00	\$420.75
23.641301	3	02/12/2013	10/31/2013	03/15/2014	135	03/21/2014	\$254,455.90	(\$500.00)
36.042420	2	06/11/2013	05/31/2014	05/31/2014	0	05/30/2014	\$607,689.67	\$904.99
40.56131R1	1	06/11/2013	11/30/2013	11/30/2013	0	11/05/2013	\$236,890.00	\$45,001.00

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46.039176	4	06/11/2013	07/31/2014	11/15/2014	107	11/05/2014	\$936,869.90	\$3,465.44
22.041439	5	06/11/2013	04/30/2014	04/30/2014	0	04/03/2014	\$221,705.39	\$83,301.50
33.042436	2	09/10/2013	05/31/2014	05/31/2014	0	05/28/2014	\$373,854.13	(\$13,358.38)
40.041335	1	09/10/2013	08/31/2014	12/15/2015	471	//	\$989,412.67	\$316,229.52
44.042537	4	09/10/2013	06/30/2014	06/30/2014	0	05/19/2014	\$728,739.45	(\$38,499.21)
47.042886	7	09/10/2013	09/30/2015	09/30/2015	0	09/30/2015	\$1,873,423.00	\$576,077.40
30.038799	2	01/12/2010	09/30/2010	09/30/2010	0	08/09/2010	\$151,759.25	\$0.00
39.037442A	3	01/12/2010	07/31/2010	07/31/2011	365	07/31/2011	\$201,493.82	\$6,050.88
19.039438	2	06/08/2010	11/30/2010	11/30/2010	0	11/13/2010	\$44,994.37	\$0.00
24.039439	2	06/08/2010	06/30/2011	07/30/2011	30	07/29/2011	\$3,193,808.99	\$34,559.00
02.101101	7	09/14/2010	07/31/2011	11/18/2011	110	11/18/2011	\$1,144,485.73	\$15,000.00
04.101101	2	09/14/2010	06/30/2011	08/19/2011	50	08/19/2011	\$947,951.31	(\$155,528.31)
14.039525	7	07/13/2010	04/30/2011	04/30/2011	0	05/12/2011	\$434,953.00	\$0.00
16.037232A	5	07/13/2010	04/30/2011	04/30/2011	0	04/29/2011	\$747,209.77	\$0.00
32.101101	1	09/14/2010	11/30/2011	12/31/2011	31	01/19/2012	\$3,932,455.37	(\$234,013.00)
37.040023	3	09/14/2010	02/28/2011	02/28/2011	0	02/18/2011	\$56,615.00	\$0.00
40.260A	1	07/13/2010	12/15/2010	12/15/2010	0	11/19/2010	\$459,623.25	(\$35,461.90)
43.039430	1	07/13/2010	05/31/2011	12/15/2011	198	12/15/2011	\$2,345,119.35	\$194,033.79
2040.039440	4	10/12/2010	06/30/2011	06/30/2011	0	06/28/2011	\$112,886.50	(\$3,993.61)
23.038824R1	3	10/12/2010	06/30/2012	07/23/2012	23	07/20/2012	\$4,299,865.50	\$576,690.96
15.039272	6	08/10/2010	06/30/2011	06/30/2011	0	06/18/2011	\$2,014,020.18	(\$13,948.56)
16.101101	5	08/10/2010	09/30/2011	12/15/2011	76	12/15/2011	\$4,292,247.81	\$0.00
17.039355	5	08/10/2010	04/30/2011	05/10/2011	10	04/07/2011	\$147,619.75	\$10,593.43
0810.040349	6	11/09/2010	07/31/2011	07/31/2011	0	08/15/2011	\$379,909.50	(\$212,185.84)
03.039608R2	7	07/12/2011	06/30/2012	06/30/2012	0	06/30/2012	\$1,622,958.59	\$0.00
03.040538R1	7	07/12/2011	05/31/2012	05/31/2012	0	12/05/2011	\$742,938.67	\$0.00
23.041117	3	02/14/2012	11/30/2012	12/21/2012	21	12/19/2012	\$177,782.32	\$8,971.25
47.039173R1	1	03/08/2011	11/30/2011	11/30/2011	0	11/30/2011	\$631,136.00	\$30,753.44
4756.040773	6	02/14/2012	08/15/2012	09/10/2012	26	09/10/2012	\$323,000.00	(\$51,618.13)
4757.040774	7	02/14/2012	08/15/2012	10/10/2012	56	10/10/2012	\$247,466.50	\$12,718.66
01.040784	2	02/14/2012	09/30/2012	11/07/2012	38	11/04/2012	\$3,289,864.09	\$34,602.78
02.341101	7	02/08/2011	08/31/2011	08/31/2011	0	08/05/2011	\$94,042.43	\$5,074.74
28.040658	1	07/12/2011	07/31/2012	09/30/2012	61	09/30/2012	\$4,078,578.59	(\$353,227.77)
15.041036	6	11/08/2011	10/31/2012	10/31/2012	0	10/31/2012	\$551,629.00	(\$4,742.61)
38.201103	7	02/08/2011	07/31/2011	07/31/2011	0	05/02/2011	\$110,978.50	\$0.00
46.038877	4	02/08/2011	11/30/2011	08/01/2012	245	08/01/2012	\$454,408.63	(\$26,719.75)



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46.038670	4	02/14/2012	11/30/2013	10/10/2014	314	10/20/2014	\$6,681,475.50	\$433,485.64
4752.041263	2	03/13/2012	09/15/2012	09/15/2012	0	06/04/2012	\$189,585.00	\$0.00
47.281105	5	02/08/2011	09/30/2012	09/30/2012	0	09/30/2012	\$1,620,350.00	(\$1,600,350.00)
4756.039592	6	02/08/2011	09/30/2011	09/30/2011	0	09/26/2011	\$306,470.00	(\$115,728.10)
03.651301	7	12/11/2012	06/30/2013	11/15/2013	138	12/12/2013	\$1,204,588.03	(\$0.06)
04.040834R1	2	12/11/2012	09/30/2013	05/31/2014	243	05/28/2014	\$2,997,037.11	\$28,219.06
22.041053	5	06/12/2012	12/31/2012	02/15/2013	46	01/15/2013	\$108,875.00	(\$12,250.00)
23.039611	3	06/12/2012	12/15/2012	12/15/2012	0	11/30/2012	\$18,000.00	\$0.00
07.341304	6	01/08/2013	06/30/2013	06/30/2013	0	06/30/2013	\$112,850.00	\$0.00
08.041769	6	01/08/2013	09/30/2013	03/31/2014	182	08/26/2014	\$658,311.84	(\$84,529.69)
4757.041268	7	04/10/2012	10/15/2012	10/15/2012	0	09/28/2012	\$181,484.50	\$0.00
03.039512R2	7	04/10/2012	11/30/2012	12/19/2012	19	12/19/2012	\$5,055,687.42	(\$0.02)
21.351301	5	01/08/2013	09/30/2013	09/30/2013	0	09/03/2013	\$447,260.06	\$0.00
22.041763	5	01/08/2013	11/30/2013	11/30/2013	0	11/30/2013	\$680,756.34	\$7,899.76
42.039019	3	06/12/2012	10/31/2015	12/16/2015	46	11/20/2015	\$13,837,516.95	\$589,189.52
42.040844	3	06/12/2012	05/31/2013	05/31/2013	0	06/14/2013	\$4,226,312.54	(\$1.66)
46.041409	4	07/10/2012	08/31/2013	10/26/2013	56	11/04/2013	\$2,729,034.22	\$23,648.00
46.041569	4	07/10/2012	05/31/2013	05/31/2013	0	01/23/2013	\$438,368.66	(\$34,878.54)
4756.041589	6	08/14/2012	06/30/2013	09/30/2013	92	09/30/2013	\$260,834.60	(\$55,861.30)
24.041649	2	02/12/2013	11/30/2013	06/10/2014	192	06/09/2014	\$2,794,142.17	\$14,015.70
30.041698	2	02/12/2013	11/30/2013	06/14/2014	196	06/13/2014	\$3,139,704.03	\$154,598.20
32.042047	1	02/12/2013	02/28/2014	02/28/2014	0	12/28/2013	\$161,517.97	(\$3,194.22)
38.159B	7	02/12/2013	11/30/2013	04/24/2014	145	04/24/2014	\$1,360,572.40	\$0.00
01.101402	2	07/09/2013	05/31/2014	06/07/2014	7	06/04/2014	\$1,146,121.96	\$3,484.80
02.040694	7	07/09/2013	07/31/2014	08/31/2014	31	08/31/2014	\$1,124,224.75	\$30,580.00
02.101401	7	07/09/2013	06/30/2014	08/09/2014	40	09/11/2014	\$1,335,491.97	(\$0.03)
11.101401	4	07/09/2013	05/31/2014	05/31/2014	0	05/19/2014	\$494,914.30	\$79,502.53
4751.042508	1	09/10/2013	08/31/2014	06/30/2015	303	//	\$480,353.00	\$0.00
4751.042515	1	09/10/2013	08/31/2014	07/02/2015	305	07/02/2015	\$322,195.00	\$235,883.21
4753.042510	3	09/10/2013	08/31/2014	12/31/2014	122	10/28/2014	\$530,643.21	(\$0.01)
4756.042520	6	09/10/2013	08/31/2014	06/30/2015	303	07/31/2015	\$251,150.00	\$177,249.50
42.038294R1	3	01/12/2010	06/30/2010	07/30/2010	30	07/16/2010	\$425,757.75	(\$12,400.02)
47.039248	1	01/12/2010	10/31/2010	10/31/2010	0	10/14/2010	\$317,269.75	\$0.00
4755.039269	5	03/16/2010	08/31/2010	08/31/2010	0	09/18/2010	\$167,078.00	(\$20,793.15)
4757.039271	7	03/16/2010	08/31/2010	12/04/2010	95	12/04/2010	\$133,980.00	\$1,440.00
10.039538	6	09/14/2010	06/30/2011	09/30/2011	92	09/30/2011	\$351,427.95	\$15,552.30



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1220.039419 4		09/14/2010	06/30/2012	05/31/2013	335	05/23/2013	\$15,589,713.67	(\$70,431.21)
4751.040008 1		12/14/2010	06/30/2012	07/17/2013	382	07/17/2013	\$5,002,833.00	\$718,705.98
4752.039907 2		12/14/2010	06/30/2012	08/20/2013	416	06/30/2013	\$2,328,148.30	(\$829.76)
37.291101 3		09/14/2010	05/31/2011	07/12/2011	42	07/12/2011	\$512,991.43	\$178,735.39
42.180B 3		09/14/2010	09/30/2011	09/30/2011	0	09/09/2011	\$1,520,477.43	(\$38,090.33)
39.040042 3		12/14/2010	08/31/2011	10/10/2011	40	10/09/2011	\$2,736,772.48	\$39,883.39
01.040217 2		12/14/2010	05/31/2011	03/31/2012	305	03/30/2012	\$200,394.95	(\$16,891.80)
24.039061R2 2		10/12/2010	06/30/2011	06/30/2011	0	06/24/2011	\$539,050.63	\$1,425.00
24.039350 2		10/12/2010	07/31/2011	12/31/2011	153	12/09/2011	\$411,596.50	\$8,997.00
40.038830 1		11/09/2010	06/30/2011	10/02/2011	94	09/16/2011	\$223,690.02	(\$45,656.81)
42.039647 3		11/09/2010	08/31/2011	08/31/2011	0	08/31/2011	\$1,790,858.32	\$35,384.30
11.038275 4		11/09/2010	05/22/2011	05/22/2011	0	05/22/2011	\$542,773.17	(\$32,696.06)
11.039649 4		11/09/2010	06/30/2011	07/11/2011	11	07/11/2011	\$799,000.00	(\$331,722.22)
1142.039903 4		11/09/2010	11/30/2011	02/17/2012	79	03/27/2012	\$2,219,000.00	(\$56,995.78)
01.040216R1 2		01/18/2011	07/31/2011	09/19/2011	50	09/19/2011	\$486,687.00	\$0.00
21.039897AR 5		03/13/2012	11/30/2012	11/30/2012	0	11/30/2012	\$87,579.00	(\$23,249.57)
23.040841 3		03/13/2012	11/30/2012	11/30/2012	0	01/08/2013	\$6,098,996.85	\$0.00
32.040829 1		03/13/2012	11/30/2012	11/30/2012	0	11/30/2012	\$3,962,349.82	(\$304,996.68)
09.039699R1 7		03/08/2011	11/30/2011	12/13/2011	13	12/13/2011	\$1,236,983.42	(\$0.16)
16.040474A 5		02/08/2011	10/31/2011	10/31/2011	0	10/27/2011	\$345,609.04	\$0.00
4755.201101 5		02/08/2011	06/30/2011	06/30/2011	0	06/09/2011	\$238,968.38	\$0.00
4755.201102 5		02/08/2011	06/30/2011	06/30/2011	0	06/25/2011	\$259,430.80	\$0.00
04.037447B 2		05/12/2011	05/31/2012	07/30/2012	60	07/30/2012	\$528,859.61	\$36,542.42
4751.039365 1		02/08/2011	04/30/2012	04/30/2012	0	01/12/2012	\$1,517,325.00	(\$708,330.41)
4751.039581 1		02/08/2011	07/15/2011	07/22/2011	7	07/22/2011	\$112,350.00	(\$2,547.75)
4753.040281 3		05/12/2011	06/30/2012	06/30/2012	0	05/17/2012	\$648,546.80	(\$0.01)
4753.040295 3		05/12/2011	06/30/2012	06/30/2012	0	04/25/2012	\$1,142,659.75	\$0.00
47.341106 6		02/08/2011	09/30/2012	02/28/2013	151	02/24/2013	\$1,051,958.57	\$73,450.26
4757.039594 7		02/08/2011	09/30/2011	09/30/2011	0	09/07/2011	\$344,720.00	\$0.00
38.035867A 7		05/12/2011	11/30/2011	11/30/2011	0	11/29/2011	\$107,195.01	\$3,200.00
41.040469 2		05/12/2011	04/30/2012	04/30/2012	0	03/30/2012	\$563,992.39	\$0.00
23.039981 3		06/12/2012	05/31/2013	05/31/2013	0	02/19/2013	\$329,051.46	\$0.00
23.040896 3		06/12/2012	05/31/2013	05/31/2013	0	05/31/2013	\$406,263.17	(\$0.09)
02.038087R1 7		07/10/2012	05/31/2013	10/31/2013	153	10/23/2013	\$186,149.66	\$29,207.20
4751.041809 1		10/09/2012	06/15/2013	08/14/2013	60	10/21/2013	\$507,388.55	(\$47,641.29)
03.040284R3 7		04/10/2012	10/31/2012	10/31/2012	0	10/31/2012	\$496,926.45	(\$0.02)

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08.040656R1	6	04/10/2012	10/31/2012	12/02/2012	32	11/30/2012	\$6,716,810.97	(\$129,719.35)
35.041580	5	10/09/2012	06/30/2013	06/30/2013	0	06/30/2013	\$179,966.94	\$0.00
41.041804	2	10/09/2012	06/30/2013	08/20/2013	51	08/15/2013	\$305,260.17	\$0.00
42.040899	3	06/12/2012	06/30/2013	06/30/2013	0	07/20/2013	\$457,551.45	(\$11,498.88)
42.041326	3	06/12/2012	01/31/2014	01/31/2014	0	09/26/2013	\$439,944.00	\$23,696.56
07.041965	6	11/14/2012	07/31/2013	11/04/2013	96	11/04/2013	\$467,877.90	(\$6,942.46)
09.041731	7	11/14/2012	08/31/2013	10/03/2013	33	11/25/2013	\$4,301,975.71	(\$0.68)
09.040661	7	08/14/2012	08/31/2013	10/29/2014	424	10/29/2014	\$4,546,147.62	\$94,660.78
23.039801R1	3	08/14/2012	07/31/2013	07/31/2013	0	07/09/2013	\$650,679.85	\$22,470.00
09.041791	7	09/11/2012	05/31/2013	05/31/2013	0	05/31/2013	\$211,377.43	(\$0.43)
13.041633	4	09/11/2012	05/31/2013	05/31/2013	0	03/25/2013	\$104,116.00	(\$14,139.10)
39.041424	3	02/12/2013	11/30/2013	12/10/2013	10	12/03/2013	\$960,150.00	\$3,620.70
40.037632AR	1	02/12/2013	08/17/2013	09/11/2013	25	09/11/2013	\$773,588.31	\$31,376.65
42.041329	3	02/12/2013	03/31/2014	06/29/2014	90	06/30/2014	\$180,938.50	\$36,016.80
46.040653	4	02/12/2013	08/31/2013	11/15/2013	76	11/15/2013	\$134,629.00	(\$27,548.37)
16.101401	5	07/09/2013	05/31/2014	05/31/2014	0	05/31/2014	\$620,202.74	\$0.00
16.133BR1	5	07/09/2013	11/30/2015	11/30/2015	0	//	\$16,961,263.82	\$512,733.18
17.101401	5	07/09/2013	05/31/2014	06/03/2014	3	06/03/2014	\$428,131.00	\$17,518.53
20.041199	4	07/09/2013	04/30/2014	07/31/2014	92	07/31/2014	\$158,099.10	\$47,039.54
4757.042514	7	09/10/2013	08/31/2014	01/28/2015	150	01/28/2015	\$313,101.15	\$5,372.56
4757.042521	7	09/10/2013	08/31/2014	07/08/2015	311	07/08/2015	\$187,576.15	\$115,775.00
23.038119R1	3	09/10/2013	11/30/2014	11/30/2014	0	11/25/2014	\$1,600,119.32	\$121,318.38
22.036777BR	5	09/24/2013	07/31/2014	07/31/2014	0	//	\$4,531,503.70	\$62,729.90
08.037285A	6	03/09/2010	11/30/2010	12/16/2010	16	12/16/2010	\$798,524.10	(\$134,140.70)
4757.038149	7	04/13/2010	03/31/2011	08/31/2011	153	08/31/2011	\$270,595.00	\$0.01
4753.039908	3	12/14/2010	06/30/2012	05/15/2013	319	04/16/2013	\$4,097,900.00	(\$2,250.00)
34.037463A	5	12/14/2010	05/07/2011	07/31/2011	85	07/31/2011	\$70,530.00	\$40,569.48
16.040254R1	5	01/18/2011	07/31/2011	07/31/2011	0	07/31/2011	\$640,265.65	\$0.00
19.040034R1	2	01/18/2011	08/31/2011	12/09/2011	100	12/09/2011	\$1,727,575.57	\$0.00
02.040282	7	12/14/2010	07/31/2011	07/31/2011	0	07/29/2011	\$287,677.93	\$0.00
03.040066	7	12/14/2010	08/31/2011	10/31/2011	61	10/24/2011	\$3,749,423.20	\$0.00
4753.039558	3	05/11/2010	12/15/2010	06/30/2011	197	06/30/2011	\$546,356.00	\$0.00
4754.038139	4	05/11/2010	02/28/2011	06/30/2011	122	06/30/2011	\$540,815.00	(\$26,773.25)
46.039661	4	11/09/2010	07/31/2011	10/26/2011	87	10/26/2011	\$695,109.71	(\$204,143.94)
47.040202	2	11/09/2010	01/15/2012	01/15/2015	1096	//	\$746,710.70	\$2,355,482.20
09.123BR1	1	05/11/2010	06/30/2013	01/31/2015	580	02/05/2015	\$32,894,199.98	\$1,468,702.42



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30.038567R1 2		05/25/2010	11/30/2012	10/31/2013	335	12/06/2013	\$41,879,321.35	\$2,192,514.50
02.040111R1 7		01/18/2011	09/30/2011	09/30/2011	0	09/29/2011	\$2,857,890.69	\$0.00
04.039105R1 2		01/18/2011	07/31/2011	07/31/2011	0	07/19/2011	\$114,753.15	(\$14,341.03)
07.038881R2 6		01/18/2011	11/30/2011	12/22/2011	22	12/22/2011	\$1,032,581.75	\$132,960.47
02.039511 7		06/08/2010	09/30/2010	09/30/2010	0	09/30/2010	\$493,457.80	\$0.00
10.039683R1 6		03/08/2011	11/30/2011	05/30/2012	182	05/31/2012	\$1,386,262.37	(\$116,461.47)
11.039298.1 4		03/08/2011	11/30/2011	11/30/2011	0	10/31/2011	\$302,606.93	(\$24,862.07)
13.038161R1 4		03/08/2011	11/30/2011	11/30/2011	0	12/16/2011	\$54,450.00	\$649.00
15.039650 6		06/14/2011	11/13/2011	11/13/2011	0	11/11/2011	\$1,098,271.25	(\$221,523.23)
07.038876R1 6		06/14/2011	04/30/2012	08/31/2012	123	08/27/2012	\$449,610.55	\$5,617.90
07.038880R1 6		06/14/2011	04/30/2012	04/30/2012	0	03/15/2012	\$699,532.50	\$131,861.47
08.039499R2 6		06/14/2011	04/30/2012	04/30/2012	0	05/02/2012	\$827,832.69	(\$101,960.14)
27.040947 6		09/13/2011	05/31/2012	05/31/2012	0	05/31/2012	\$738,136.38	(\$157,497.44)
4754.040283 4		05/12/2011	06/30/2012	10/31/2012	123	10/23/2012	\$476,815.00	\$60,615.73
4754.040297 4		05/12/2011	06/30/2012	10/31/2012	123	10/31/2012	\$807,900.00	(\$61,350.50)
35.041182A 5		12/13/2011	06/30/2012	06/30/2012	0	06/30/2012	\$325,136.60	\$0.00
21.041323A 5		12/13/2011	07/31/2012	07/31/2012	0	08/07/2012	\$561,389.78	\$0.00
47.281106R1 6		05/12/2011	09/30/2012	09/30/2012	0	09/30/2012	\$2,073,020.00	\$0.00
20.040564 4		05/12/2011	10/31/2011	10/31/2011	0	08/12/2011	\$97,240.00	(\$12,290.00)
46.040096R1 4		01/18/2011	11/30/2011	01/20/2012	51	01/20/2012	\$3,559,624.05	(\$441,922.22)
4753.039587 3		03/08/2011	07/31/2011	07/31/2011	0	06/25/2011	\$79,425.00	\$0.00
4752.041387 2		10/09/2012	09/30/2013	04/04/2014	186	04/04/2014	\$989,391.75	\$0.00
4753.041388 3		10/09/2012	09/30/2013	11/22/2013	53	11/22/2013	\$1,135,334.00	\$0.00
46.040633R1 4		08/14/2012	05/31/2013	10/18/2013	140	10/18/2013	\$354,712.68	(\$123,404.16)
4752.041593 2		08/14/2012	06/30/2013	10/31/2013	123	10/29/2013	\$627,588.50	(\$263.00)
46.041332 4		10/09/2012	08/31/2013	04/20/2014	232	04/20/2014	\$2,098,508.08	(\$83,034.48)
10.041921 6		10/09/2012	05/31/2013	05/31/2013	0	05/29/2013	\$2,348,000.00	(\$21,626.50)
39.037727A 3		11/14/2012	09/30/2014	11/11/2014	42	06/13/2014	\$2,284,789.88	\$496,224.80
40.041692 1		11/14/2012	08/31/2013	03/25/2014	206	03/25/2014	\$3,002,757.84	(\$80,156.60)
09.041975 7		11/14/2012	05/31/2013	05/31/2013	0	04/03/2013	\$75,402.25	\$0.00
10.038884R1 6		11/14/2012	08/31/2013	04/01/2014	213	04/01/2014	\$766,299.11	\$139,889.79
10.040870R1 6		05/08/2012	07/31/2013	11/03/2013	95	11/03/2013	\$4,653,663.98	(\$233,037.90)
16.041419A 5		05/08/2012	10/31/2012	10/31/2012	0	10/23/2012	\$441,389.80	\$0.00
46.041712 4		11/14/2012	07/31/2013	09/23/2013	54	09/23/2013	\$2,494,491.45	(\$180,065.53)
4751.041584 1		12/11/2012	08/31/2013	01/25/2014	147	01/25/2014	\$463,325.00	(\$6,989.70)
21.041559A 5		07/10/2012	06/30/2013	06/30/2013	0	06/30/2013	\$1,092,402.32	\$2.38



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22.039883	5	07/10/2012	06/30/2013	06/30/2013	0	06/30/2013	\$644,587.83	\$7,917.10
4755.042236	5	03/12/2013	09/15/2013	09/15/2013	0	08/13/2013	\$207,947.40	(\$14,615.64)
4756.042235	6	03/12/2013	09/15/2013	09/15/2013	0	09/13/2013	\$157,621.00	\$4,737.96
4757.042234	7	03/12/2013	09/15/2013	10/21/2013	36	09/30/2013	\$151,155.00	\$0.00
04.041939R1	2	03/12/2013	10/31/2013	06/04/2014	216	06/29/2014	\$383,240.50	\$45,892.79
22.042307	5	07/09/2013	12/15/2013	12/15/2013	0	12/13/2013	\$372,676.56	(\$24,996.16)
23.037129A	3	07/09/2013	03/31/2015	10/31/2015	214	10/31/2015	\$2,685,804.25	\$741,137.84
24.101402	2	07/09/2013	06/30/2014	06/30/2014	0	06/30/2014	\$1,038,536.80	\$3,542.50
26.040271	5	07/09/2013	12/15/2014	12/15/2014	0	09/11/2014	\$3,581,862.14	(\$532,643.23)
38.036984	7	06/21/2013	01/20/2015	10/18/2015	271	//	\$30,925,000.00	\$1,522,100.50
26.041429	5	10/08/2013	10/31/2014	11/13/2014	13	11/13/2014	\$384,012.98	\$17,469.69
40.042797	1	10/08/2013	07/31/2014	07/31/2014	0	07/31/2014	\$950,915.11	\$0.00
20.040247R1	4	01/18/2011	07/31/2011	07/31/2011	0	06/30/2011	\$351,528.00	\$11,988.47
22.040100R1	5	01/18/2011	05/31/2012	10/31/2012	153	10/31/2012	\$8,449,401.31	(\$205,910.22)
28.039421	1	06/08/2010	10/31/2010	11/16/2010	16	11/16/2010	\$952,448.84	(\$0.25)
31.039423	1	06/08/2010	05/31/2011	08/02/2011	63	08/02/2011	\$437,986.32	(\$0.69)
4754.039554	4	05/11/2010	03/31/2011	06/30/2011	91	06/30/2011	\$832,025.00	(\$156,345.56)
4754.039559	4	05/11/2010	12/15/2010	06/16/2011	183	06/20/2011	\$1,024,008.25	(\$137,865.14)
16.039773A	5	07/13/2010	04/30/2011	04/30/2011	0	04/30/2011	\$390,584.51	\$0.00
19.039437	2	07/13/2010	06/30/2011	07/30/2011	30	07/30/2011	\$2,478,477.69	\$13,680.06
26.039315A	5	05/11/2010	10/31/2010	10/31/2010	0	11/24/2010	\$332,459.16	\$5,928.96
30.039566	2	05/11/2010	11/30/2010	11/30/2010	0	11/30/2010	\$743,550.61	\$0.00
46.039474	4	07/13/2010	07/31/2011	11/30/2012	488	11/30/2012	\$2,212,268.80	\$547,556.07
4751.040851	1	09/13/2011	06/30/2012	11/30/2012	153	12/20/2012	\$1,937,361.00	(\$148,253.47)
05.039516	7	06/08/2010	11/30/2010	11/30/2010	0	11/30/2010	\$74,971.04	\$0.00
07.038488R1	6	06/08/2010	12/31/2010	12/31/2010	0	12/09/2010	\$525,062.72	\$6,621.30
07.039496	6	06/08/2010	05/31/2011	06/18/2011	18	06/18/2011	\$2,918,001.42	\$0.00
21.039896A	5	08/10/2010	06/30/2011	06/30/2011	0	06/30/2011	\$185,732.28	\$0.00
21.2048	5	06/14/2011	11/30/2013	03/31/2014	121	03/31/2014	\$15,307,324.88	\$527,071.40
46.03910901	4	06/14/2011	11/30/2011	01/14/2012	45	01/14/2012	\$1,584,060.25	(\$130,806.85)
4752.040854	2	09/13/2011	06/30/2012	11/30/2012	153	10/22/2012	\$1,356,915.50	(\$34,428.00)
24.041104	2	02/14/2012	08/31/2012	09/30/2012	30	09/30/2012	\$123,396.00	(\$2.00)
32.039510R1	1	09/13/2011	03/31/2012	03/31/2012	0	03/30/2012	\$137,561.77	\$0.00
36.040966	2	09/13/2011	06/30/2012	06/30/2012	0	05/17/2012	\$298,557.75	\$0.00
40.040750	1	09/13/2011	07/31/2012	08/31/2012	31	08/31/2012	\$995,493.40	(\$42,984.00)
4751.040678	1	11/08/2011	09/30/2012	09/30/2012	0	09/30/2012	\$517,289.00	(\$25,308.00)

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12.039578R2	4	01/10/2012	08/31/2012	11/15/2012	76	11/15/2012	\$132,751.00	\$76,054.30
26.041209A	5	01/10/2012	07/31/2012	07/31/2012	0	04/26/2012	\$35,132.00	(\$2,292.00)
30.040676	2	07/12/2011	05/31/2012	06/30/2012	30	06/27/2012	\$866,607.49	(\$63,618.78)
22.041026A	5	11/08/2011	08/31/2012	10/05/2012	35	10/05/2012	\$1,734,478.47	(\$76,767.58)
10.039902	6	03/08/2011	10/31/2011	10/31/2011	0	10/06/2011	\$36,940.00	\$0.00
30.331101	2	03/08/2011	08/31/2011	08/31/2011	0	08/30/2011	\$489,926.16	\$0.00
4753.041264	3	03/13/2012	09/15/2012	09/15/2012	0	08/24/2012	\$232,329.50	\$242.31
4754.041265	4	03/13/2012	09/15/2012	09/15/2012	0	07/20/2012	\$166,771.60	\$5,000.00
4754.041587	4	08/14/2012	06/30/2013	10/31/2013	123	09/13/2013	\$411,016.00	(\$182,319.75)
4755.041596	5	08/14/2012	06/30/2013	10/31/2013	123	09/12/2013	\$413,956.00	\$10,030.70
04.201301	2	12/11/2012	06/30/2013	08/20/2013	51	06/30/2013	\$146,008.65	\$0.00
25.041197	7	12/11/2012	06/30/2013	06/30/2013	0	06/25/2013	\$257,949.80	\$8,629.02
42.041705	3	11/14/2012	09/30/2013	03/16/2014	167	01/20/2014	\$3,971,834.65	(\$178,233.11)
42.041752	3	11/14/2012	06/30/2013	06/30/2013	0	06/06/2013	\$419,804.06	(\$64,438.55)
16.351301	5	01/08/2013	08/31/2013	08/31/2013	0	08/25/2013	\$342,215.40	\$0.00
17.041714	5	01/08/2013	11/30/2013	09/30/2014	304	09/30/2014	\$2,820,899.70	\$187,642.12
18.038188	6	05/08/2012	11/30/2012	03/14/2013	104	03/14/2013	\$136,057.64	\$23,383.59
21.040578	5	05/08/2012	10/31/2012	10/31/2012	0	10/31/2012	\$246,300.89	(\$2,271.75)
03.041775	7	01/08/2013	08/31/2013	10/31/2013	61	12/12/2013	\$408,285.09	\$0.00
04.039802	2	01/08/2013	11/30/2013	04/17/2014	138	04/17/2014	\$569,829.44	\$10,666.42
4685070	4	01/13/2015	07/31/2015	12/15/2015	137	//	\$1,572,754.85	\$316,001.00
5186220	1	01/13/2015	10/31/2015	10/31/2015	0	//	\$4,157,624.54	\$0.00
5186980	1	01/13/2015	12/15/2015	12/15/2015	0	//	\$469,851.56	\$0.00
5490310	4	06/09/2015	09/19/2015	09/19/2015	0	//	\$448,702.30	\$0.00
1004630	6	10/30/2015	11/30/2015	11/30/2015	0	11/17/2015	\$41,240.00	\$0.00
4003310	1	10/14/2015	11/16/2015	11/16/2015	0	//	\$180,331.55	\$0.00
5503290	5	10/14/2015	11/16/2015	12/03/2015	17	12/03/2015	\$813,173.10	\$283,181.82
1003350	6	10/19/2015	11/17/2015	11/17/2015	0	//	\$172,794.59	\$20.21
5503380	5	10/19/2015	12/14/2015	12/14/2015	0	//	\$1,456,582.00	\$0.00
8890850	1	07/14/2015	12/15/2015	12/15/2015	0	//	\$477,449.25	\$0.00
5286230	2	01/13/2015	10/31/2015	11/30/2015	30	//	\$2,917,520.73	\$0.00
5286840	2	01/13/2015	09/30/2015	10/30/2015	30	10/31/2015	\$787,782.58	\$144,030.10
5386990	3	01/13/2015	12/31/2015	01/07/2016	7	12/18/2015	\$2,042,377.00	\$0.00
5486570	4	01/13/2015	10/31/2015	10/31/2015	0	//	\$2,451,142.00	\$0.00
5590400	5	06/09/2015	12/06/2015	12/06/2015	0	//	\$872,039.95	\$0.00
5590450	5	06/09/2015	12/15/2015	12/15/2015	0	//	\$1,011,986.46	\$0.00



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0486360	2	10/14/2014	06/30/2015	06/30/2015	0	04/22/2015	\$111,200.19	\$828.90
1084260	6	10/14/2014	05/31/2015	05/31/2015	0	05/31/2015	\$1,764,522.59	(\$40,451.01)
2186340	5	10/14/2014	05/31/2015	05/31/2015	0	05/31/2015	\$1,002,592.37	\$0.00
2385980	3	10/14/2014	04/30/2015	04/30/2015	0	02/06/2015	\$242,627.84	\$0.00
36.041480R12		12/10/2013	08/31/2014	08/31/2014	0	08/28/2014	\$813,162.90	(\$108,380.00)
08.039754R16		03/11/2014	08/31/2014	10/01/2014	31	10/09/2014	\$187,056.00	(\$5,094.45)
0282740	7	07/08/2014	11/30/2014	07/15/2015	227	07/07/2015	\$489,779.91	\$18,689.00
0482090	2	07/08/2014	04/30/2015	04/30/2015	0	04/28/2015	\$795,659.31	(\$187,900.72)
07.101401R26		07/08/2014	05/31/2015	05/31/2015	0	05/11/2015	\$352,929.05	\$0.00
0782760	6	07/08/2014	05/31/2015	08/29/2015	90	08/27/2015	\$961,533.43	\$80,342.67
1004640	6	10/30/2015	11/30/2015	11/30/2015	0	11/11/2015	\$182,028.47	\$0.00
1403460	7	10/23/2015	11/23/2015	11/23/2015	0	12/08/2015	\$1,236,533.07	\$0.00
4004660	1	10/30/2015	11/30/2015	11/30/2015	0	//	\$960,293.40	\$21,780.00
4304650	1	10/30/2015	11/30/2015	11/30/2015	0	//	\$319,872.50	\$0.00
5486580	4	01/13/2015	09/30/2015	09/30/2015	0	10/16/2015	\$4,224,320.14	\$2,288.02
5487080	4	01/13/2015	09/30/2015	10/06/2015	6	10/06/2015	\$558,379.50	(\$14,453.75)
5487090	4	01/13/2015	09/30/2015	09/30/2015	0	05/19/2015	\$577,988.55	(\$2,643.82)
0885530	6	06/03/2014	10/25/2014	10/25/2014	0	10/02/2014	\$3,050,000.00	\$37,102.50
3081710	2	10/14/2014	05/31/2015	07/15/2015	45	07/30/2015	\$1,813,318.80	\$0.00
4279790	3	10/14/2014	11/30/2015	11/30/2015	0	//	\$2,629,968.50	\$24,547.58
4281790	3	10/14/2014	05/31/2015	05/31/2015	0	05/26/2015	\$1,353,877.91	\$0.00
1185240	4	07/08/2014	01/25/2015	01/25/2015	0	01/25/2015	\$686,899.00	(\$26,586.99)
1882720	6	07/08/2014	11/30/2014	11/30/2014	0	11/30/2014	\$157,828.50	(\$30,999.25)
2384810	3	07/08/2014	10/31/2014	10/31/2014	0	10/30/2014	\$796,996.38	\$0.00
3884970	7	07/08/2014	11/30/2014	11/30/2014	0	12/02/2014	\$608,398.71	\$0.00
1389970	4	05/12/2015	11/30/2015	11/30/2015	0	//	\$536,221.25	\$0.00
2490260	2	05/12/2015	11/30/2015	11/30/2015	0	//	\$392,283.19	\$0.00
0282170	7	04/08/2014	05/31/2015	07/31/2015	61	07/31/2015	\$838,796.53	\$31,645.59
0481190	2	04/08/2014	06/30/2015	06/30/2015	0	05/04/2015	\$1,296,923.05	\$114,127.13
07.101404R16		04/08/2014	05/31/2015	05/31/2015	0	05/28/2015	\$1,652,567.27	(\$8,783.36)
2181280	5	04/08/2014	11/30/2014	11/30/2014	0	11/03/2014	\$338,462.40	\$0.00
01.101404	2	12/10/2013	11/30/2014	01/22/2015	53	01/26/2015	\$1,812,881.56	\$5,499.97
03.101404	7	12/10/2013	11/30/2014	11/30/2014	0	11/30/2014	\$2,068,851.63	\$0.00
04.042875	2	12/10/2013	09/30/2014	09/30/2014	0	08/04/2014	\$633,548.14	\$0.00
04.101404	2	12/10/2013	09/30/2014	09/30/2014	0	07/29/2014	\$718,674.77	\$7,680.00
1190620	4	08/11/2015	12/15/2015	12/15/2015	0	//	\$223,894.64	\$0.00



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01.042712	2	01/14/2014	11/30/2014	11/30/2014	0	10/06/2014	\$746,699.45	\$0.00
02.041280	7	01/14/2014	07/31/2014	08/31/2014	31	08/31/2014	\$838,971.04	\$0.00
02.042745	7	01/14/2014	11/30/2014	11/30/2014	0	11/30/2014	\$1,072,134.45	\$0.00
02.042756	7	01/14/2014	11/30/2014	11/30/2014	0	11/30/2014	\$954,624.62	\$46,623.41
5487100	4	01/13/2015	09/30/2015	09/10/2015	-20	08/26/2015	\$545,525.25	(\$11,902.24)
5587270	5	01/13/2015	06/30/2015	06/30/2015	0	06/02/2015	\$406,881.25	\$0.00
0803270	6	10/12/2015	10/23/2015	10/23/2015	0	10/21/2015	\$147,762.64	\$0.00
0280860	7	03/11/2014	07/31/2014	07/31/2014	0	07/29/2014	\$1,678,141.24	\$441,602.15
04.037590	2	02/11/2014	10/31/2014	10/31/2014	0	10/23/2014	\$220,023.11	\$3,550.08
10.040394R2	6	02/11/2014	11/30/2014	11/30/2014	0	11/12/2014	\$355,970.78	\$7,090.00
1880980	6	02/11/2014	12/15/2014	12/15/2014	0	12/12/2014	\$768,094.47	(\$16,857.08)
42.042342R1	3	07/08/2014	11/30/2014	12/15/2014	15	12/30/2014	\$291,327.90	\$0.00
43.041176R1	1	07/08/2014	04/30/2015	04/30/2015	0	//	\$637,183.62	\$0.00
5184820	1	07/08/2014	06/30/2015	06/30/2015	0	06/30/2015	\$1,372,155.24	\$0.00
5484730	4	07/08/2014	03/31/2015	04/09/2015	9	04/09/2015	\$1,999,900.90	\$57,853.13
29.042819	4	01/14/2014	11/30/2014	11/30/2014	0	11/11/2014	\$369,944.45	\$5,245.86
5381040	3	02/11/2014	08/31/2014	08/31/2014	0	07/24/2014	\$206,760.00	\$0.00
2684550	5	05/13/2014	07/31/2014	07/31/2014	0	07/25/2014	\$266,911.36	(\$65,331.47)
0286120	7	11/12/2014	08/31/2015	08/31/2015	0	06/20/2015	\$2,823,187.80	\$50,014.80
2681160	5	04/08/2014	06/30/2015	08/15/2015	46	//	\$680,283.63	\$4,890.00
3081830	2	04/08/2014	04/30/2015	05/12/2015	12	05/12/2015	\$596,126.92	\$24,527.36
31.631401R1	1	04/08/2014	07/31/2014	07/31/2014	0	07/31/2014	\$127,153.01	\$0.00
32.039386R1	1	04/08/2014	05/31/2015	05/31/2015	0	03/25/2015	\$208,794.75	(\$20,968.75)
0484670	2	05/13/2014	11/30/2014	11/30/2014	0	11/25/2014	\$1,162,255.61	\$0.00
07.042739R1	6	05/13/2014	09/30/2014	09/30/2014	0	11/06/2014	\$431,954.40	\$14,537.60
1481900	7	05/13/2014	09/30/2014	09/30/2014	0	11/14/2014	\$259,508.25	\$0.00
1782320	5	05/13/2014	09/30/2014	09/30/2014	0	09/30/2014	\$258,065.22	\$0.00
3291590	1	06/05/2015	07/29/2015	07/29/2015	0	07/29/2015	\$641,701.00	\$0.00
08.037780AR	6	12/10/2013	07/31/2014	10/25/2014	86	10/25/2014	\$663,750.31	(\$55,662.54)
08.101404	6	12/10/2013	05/31/2015	05/31/2015	0	05/31/2015	\$5,396,330.89	\$0.00
09.101404	7	12/10/2013	11/30/2014	11/30/2014	0	12/01/2014	\$4,710,848.75	\$0.00
11.040187	4	12/10/2013	12/31/2014	06/20/2015	171	06/23/2015	\$1,382,661.63	(\$69,826.37)
16.042180R1	5	01/14/2014	11/30/2014	08/28/2015	271	08/28/2015	\$1,321,022.21	\$71,214.88
3281010	1	02/11/2014	12/15/2014	12/19/2014	4	12/19/2014	\$219,799.00	\$0.00
5181020	1	02/11/2014	08/31/2014	10/31/2014	61	10/29/2014	\$177,762.10	\$64,139.84
5281030	2	02/11/2014	08/31/2014	08/31/2014	0	06/07/2014	\$162,054.50	\$0.00

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5481050	4	02/11/2014	08/31/2014	08/31/2014	0	06/16/2014	\$152,616.00	\$0.00
03.042700	7	01/14/2014	04/30/2015	09/22/2015	145	10/22/2015	\$3,263,904.27	\$0.01
08.038779	6	01/14/2014	11/30/2015	07/27/2016	240	//	\$20,359,481.68	\$1,421,818.25
08.042621	6	01/14/2014	05/31/2015	07/31/2015	61	07/31/2015	\$6,172,542.20	\$5,466.92
08.042740	6	01/14/2014	11/30/2014	11/30/2014	0	11/30/2014	\$1,129,820.84	\$0.06
5587280	5	01/13/2015	06/30/2015	06/30/2015	0	06/23/2015	\$342,975.10	\$0.00
5587290	5	01/13/2015	12/15/2015	12/15/2015	0	12/15/2015	\$626,418.64	\$0.00
5587300	5	01/13/2015	12/15/2015	12/15/2015	0	//	\$510,570.77	(\$122.00)
5504740	5	11/05/2015	12/18/2015	12/18/2015	0	//	\$721,921.53	\$0.00
2780960	6	02/11/2014	04/30/2015	04/30/2015	0	05/08/2015	\$1,054,140.15	\$14,508.00
32.331402R1	1	02/11/2014	11/30/2014	11/30/2014	0	10/26/2014	\$245,826.75	\$152,793.87
23.042393R1	3	02/11/2014	05/31/2015	08/08/2015	69	08/07/2015	\$2,221,052.09	\$148,508.02
38.041980R1	7	02/11/2014	10/31/2014	02/28/2015	120	08/26/2015	\$397,323.90	\$0.00
5584700	5	07/08/2014	11/30/2014	11/30/2014	0	04/06/2015	\$885,698.59	\$0.00
LPA18.DORC.6	6	07/22/2014	07/08/2015	07/08/2015	0	//	\$1,644,433.09	\$3,710.00
1084711	6	12/09/2014	09/30/2015	06/22/2015	-100	06/22/2015	\$761,036.95	(\$0.77)
02.042699	7	11/13/2013	09/30/2014	07/31/2015	304	07/31/2015	\$3,446,267.24	\$228,174.15
04.042591	2	11/13/2013	09/30/2014	12/14/2014	75	12/01/2014	\$3,891,887.61	\$271,780.08
07.042618	6	11/13/2013	09/30/2014	09/30/2014	0	02/09/2015	\$5,777,207.16	\$0.00
09.042703	7	11/13/2013	09/30/2014	09/30/2014	0	10/26/2014	\$4,294,142.27	\$0.00
1086820	6	11/12/2014	10/31/2015	10/31/2015	0	//	\$4,933,610.71	\$644,953.48
2183130	5	11/12/2014	05/31/2015	05/31/2015	0	05/31/2015	\$519,294.77	\$6,718.32
2384280		11/12/2014	10/31/2015	10/31/2015	0	10/21/2015	\$1,675,405.19	\$9,877.99
3580900	5	04/08/2014	11/30/2014	11/30/2014	0	11/04/2014	\$184,513.01	\$0.00
3684290	2	04/08/2014	07/31/2014	07/31/2014	0	06/09/2014	\$573,865.00	\$1,251.34
38.040775R1	7	04/08/2014	04/30/2015	05/31/2015	31	05/29/2015	\$533,205.00	\$0.00
40.042334R1	1	04/08/2014	11/30/2014	08/10/2015	253	08/10/2015	\$812,294.11	\$0.00
1782470	5	05/13/2014	11/30/2014	01/25/2015	56	01/26/2015	\$349,573.50	\$20,018.75
19.042714R1	2	05/13/2014	05/31/2015	05/31/2015	0	05/31/2015	\$732,510.61	\$0.00
11.101404	4	12/10/2013	11/30/2014	05/07/2015	158	05/07/2015	\$1,320,711.75	\$63,233.93
12.042964	4	12/10/2013	07/31/2014	07/31/2014	0	07/28/2014	\$189,013.35	\$2,561.67
12.101404	4	12/10/2013	11/30/2014	11/30/2014	0	12/12/2014	\$1,765,028.00	(\$101,399.11)
13.042782	4	12/10/2013	11/30/2014	01/21/2015	52	01/21/2015	\$467,903.68	\$27,435.32
4003400	1	10/19/2015	11/27/2015	11/27/2015	0	11/14/2015	\$675,888.83	(\$0.12)
09.042749	7	01/14/2014	10/31/2014	10/31/2014	0	10/27/2014	\$884,647.52	\$0.00
11.042724	4	01/14/2014	10/31/2014	10/31/2014	0	10/16/2014	\$648,389.00	(\$60,742.99)



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12.042604	4	01/14/2014	04/30/2015	06/17/2015	48	06/17/2015	\$2,019,558.89	(\$160,937.05)
12.042725	4	01/14/2014	08/31/2014	08/31/2014	0	09/04/2014	\$911,513.60	(\$27,482.96)
3179840	1	02/11/2014	06/30/2014	03/30/2015	273	03/30/2015	\$263,094.75	\$0.00
5687310	6	01/13/2015	09/30/2015	09/30/2015	0	07/27/2015	\$1,247,116.94	\$41,813.85
5786250	7	01/13/2015	10/31/2015	10/31/2015	0	//	\$3,686,148.13	\$0.00
5786710	7	01/13/2015	08/31/2015	08/31/2015	0	09/11/2015	\$2,634,008.97	\$0.00
LPA18.02755	6	07/14/2015	11/15/2015	12/16/2015	31	12/15/2015	\$812,316.93	\$300.00
4481250	4	02/11/2014	07/31/2014	10/08/2014	69	08/22/2014	\$264,332.89	\$73,931.75
8881230	3	02/11/2014	07/31/2015	07/31/2015	0	07/17/2015	\$2,090,150.91	\$51,567.50
08.039729	6	03/11/2014	09/30/2014	09/30/2014	0	09/30/2014	\$528,236.34	(\$37,230.22)
LPA43.04147	1	12/11/2013	09/13/2014	02/04/2015	144	02/04/2015	\$525,929.15	\$17,806.31
1686560	5	12/09/2014	05/31/2015	05/31/2015	0	03/27/2015	\$207,122.93	(\$0.02)
2382660	3	06/10/2014	11/30/2014	03/18/2015	108	02/11/2015	\$641,737.29	\$38,264.26
2485671	2	12/09/2014	07/31/2015	09/28/2015	59	//	\$1,375,367.08	\$1,100,026.92
2686350	5	12/09/2014	06/30/2015	06/30/2015	0	07/31/2015	\$656,507.91	\$0.00
0284330	7	06/10/2014	05/31/2015	05/31/2015	0	05/12/2015	\$620,093.16	\$0.00
1081271		06/10/2014	04/30/2015	11/30/2015	214	11/30/2015	\$3,522,427.14	(\$0.01)
1184860	4	06/10/2014	11/30/2014	12/05/2014	5	12/05/2014	\$684,529.90	\$112,647.73
0204590	7	10/23/2015	11/23/2015	11/23/2015	0	12/17/2015	\$217,099.71	\$101,876.86
1404540	7	10/23/2015	11/23/2015	11/23/2015	0	//	\$2,014,311.80	\$795,240.10
1404570	7	10/23/2015	11/23/2015	11/23/2015	0	//	\$2,143,792.04	\$0.00
3204580	1	10/23/2015	11/23/2015	11/23/2015	0	12/04/2015	\$343,733.65	\$0.00
10.042622	6	11/13/2013	10/31/2014	02/01/2015	93	02/01/2015	\$4,926,679.57	(\$323,732.74)
11.042678	4	11/13/2013	08/31/2014	09/11/2014	11	10/08/2014	\$2,689,314.77	(\$1,980.10)
12.042754	4	11/13/2013	06/30/2014	09/30/2014	92	09/30/2014	\$138,089.44	(\$16,160.50)
16.042685	5	11/13/2013	08/31/2014	08/31/2014	0	08/06/2014	\$2,835,532.23	\$0.00
0485690	2	08/12/2014	06/30/2015	12/31/2015	184	//	\$4,974,068.92	\$81,787.58
2386650	3	11/12/2014	09/30/2015	09/30/2015	0	05/27/2015	\$620,715.10	\$0.00
3086830	2	11/12/2014	08/31/2015	08/31/2015	0	06/16/2015	\$341,516.38	\$0.00
40.651401R1	1	04/08/2014	08/31/2014	08/31/2014	0	09/26/2014	\$986,844.91	(\$49,675.00)
4081220	1	04/08/2014	08/31/2014	08/31/2014	0	08/13/2014	\$65,681.00	(\$11,731.41)
4282190	3	04/08/2014	05/25/2015	06/25/2015	31	06/21/2015	\$11,512,375.09	\$645,810.65
2682600	5	05/13/2014	09/30/2014	10/02/2014	2	10/02/2014	\$328,381.19	(\$23,837.41)
30.042716R1	2	05/13/2014	05/31/2015	05/31/2015	0	05/20/2015	\$815,191.68	(\$15,561.38)
39.042601R1	3	05/13/2014	11/30/2014	11/30/2014	0	12/02/2014	\$3,149,661.14	(\$1,277.78)
5384540	3	05/13/2014	11/30/2015	11/30/2015	0	05/22/2015	\$1,582,033.00	(\$544.98)



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2104560	5	10/23/2015	11/27/2015	11/27/2015	0	//	\$1,530,799.00	(\$693,116.83)
5704600	7	10/23/2015	11/23/2015	12/15/2015	22	12/15/2015	\$512,155.00	\$73,287.50
5704690	7	10/30/2015	11/29/2015	11/29/2015	0	//	\$84,759.00	\$0.00
17.101404	5	12/10/2013	12/15/2014	12/15/2014	0	12/15/2014	\$1,386,509.11	(\$83,784.19)
19.042391	2	12/10/2013	09/30/2014	09/30/2014	0	06/24/2014	\$376,706.19	(\$500.00)
19.101404	2	12/10/2013	11/30/2014	12/14/2014	14	12/19/2014	\$1,431,536.12	(\$0.11)
20.037974A	4	12/10/2013	06/30/2014	08/31/2014	62	08/29/2014	\$74,984.50	(\$7,367.90)
0281770	7	08/12/2014	06/30/2015	06/30/2015	0	06/30/2015	\$1,147,483.93	\$25,524.80
0481240	2	08/12/2014	03/15/2015	06/18/2015	95	05/07/2015	\$154,516.90	\$53,749.40
0481690	2	08/12/2014	04/30/2015	05/11/2015	11	05/11/2015	\$1,290,621.06	(\$22,311.92)
0882490	6	08/12/2014	06/30/2015	06/30/2015	0	06/25/2015	\$884,146.31	\$25,930.50
16.042731	5	01/14/2014	11/30/2014	11/30/2014	0	09/17/2014	\$363,971.78	(\$0.01)
16.042930	5	01/14/2014	06/30/2014	06/30/2014	0	06/30/2014	\$1,033,395.74	\$100.94
17.042686	5	01/14/2014	04/30/2015	06/30/2015	61	07/31/2015	\$3,921,110.01	\$0.00
17.042732	5	01/14/2014	10/31/2014	10/31/2014	0	10/31/2014	\$286,143.30	(\$26,187.65)
5787070	7	01/13/2015	09/30/2015	09/30/2015	0	10/16/2015	\$809,628.94	\$0.00
4088450	1	02/10/2015	09/30/2015	11/08/2015	39	//	\$948,817.84	(\$0.02)
0582860	7	11/12/2014	04/30/2015	10/15/2015	168	10/15/2015	\$1,067,701.11	\$121,685.30
4086810	1	11/12/2014	10/31/2015	10/31/2015	0	//	\$120,857.57	\$4,992.79
1580970	6	03/11/2014	11/30/2014	04/25/2015	146	04/25/2015	\$2,888,444.50	\$131,362.56
13.042605	4	03/11/2014	11/30/2014	03/24/2015	114	05/29/2015	\$3,783,332.81	(\$65,681.99)
2380451	3	03/11/2014	11/30/2015	11/30/2015	0	11/30/2015	\$1,736,419.20	\$48,551.35
2381490	3	03/11/2014	09/30/2014	01/31/2015	123	01/12/2015	\$504,815.78	\$229,707.74
0487210	2	02/10/2015	10/31/2015	10/31/2015	0	10/31/2015	\$929,208.63	(\$24,292.45)
0783461	6	02/10/2015	08/31/2015	12/09/2015	100	12/09/2015	\$837,723.13	\$10,921.75
5481931	4	12/09/2014	10/31/2015	10/31/2015	0	//	\$3,696,381.19	\$69,374.63
1484770	7	06/10/2014	11/30/2014	11/30/2014	0	11/20/2014	\$244,149.20	\$10,000.00
2382130	3	06/10/2014	06/15/2015	07/08/2015	23	07/08/2015	\$526,877.51	\$49,140.00
2682340	5	06/10/2014	10/31/2014	10/31/2014	0	10/24/2014	\$292,624.52	(\$31,211.67)
3082450	2	06/10/2014	06/15/2015	06/15/2015	0	05/29/2015	\$416,942.02	\$0.00
8884520	3	04/08/2014	09/30/2014	09/30/2014	0	09/27/2014	\$339,854.80	\$0.00
22.042688	5	11/13/2013	11/30/2014	02/05/2015	67	02/05/2015	\$7,003,222.72	(\$57,538.25)
23.042498	3	11/13/2013	09/30/2014	09/30/2014	0	07/29/2014	\$1,244,857.84	\$25,741.67
3281170	1	11/12/2014	04/30/2015	08/16/2015	108	08/16/2015	\$340,871.71	\$34,282.18
3786660	3	11/12/2014	07/31/2015	04/21/2015	-101	04/21/2015	\$246,787.77	\$0.00
3982080	3	11/12/2014	08/31/2015	08/31/2015	0	09/05/2015	\$2,016,996.99	\$15,267.70

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3986030	3	11/12/2014	08/31/2015	08/31/2015	0	10/09/2015	\$3,635,160.35	\$0.00
5681970	6	04/08/2014	07/31/2015	07/31/2015	0	07/15/2015	\$649,997.71	(\$25,848.72)
0803320	6	10/14/2015	10/15/2015	10/16/2015	1	10/16/2015	\$155,000.00	\$0.00
1003330	6	10/14/2015	11/16/2015	11/16/2015	0	11/17/2015	\$278,880.52	(\$0.03)
8881920	4	05/13/2014	09/30/2014	09/30/2014	0	05/17/2015	\$634,690.00	\$0.00
1588240	6	03/10/2015	10/31/2015	10/31/2015	0	09/03/2015	\$1,076,850.00	\$9,272.97
2181211	5	03/10/2015	07/31/2015	08/15/2015	15	08/15/2015	\$216,803.08	\$891.48
20.038091	4	12/10/2013	11/30/2014	01/26/2015	57	01/26/2015	\$1,628,356.57	(\$121,866.04)
20.042422	4	12/10/2013	05/31/2014	05/31/2014	0	04/11/2014	\$494,591.00	(\$3,904.14)
22.101404	5	12/10/2013	11/30/2014	11/30/2014	0	10/13/2014	\$1,810,457.45	(\$64,508.47)
23.101404	3	12/10/2013	11/30/2014	11/30/2014	0	09/26/2014	\$1,498,791.95	(\$0.01)
2782800	6	11/12/2014	12/10/2015	12/10/2015	0	//	\$6,077,983.95	(\$1,266,410.83)
10.038869R16	6	08/12/2014	03/15/2015	04/05/2015	21	04/03/2015	\$404,229.50	\$19,000.00
2281150	5	08/12/2014	11/30/2015	12/18/2015	18	12/18/2015	\$3,374,378.76	\$103,019.75
2381780	3	08/12/2014	07/31/2015	07/31/2015	0	06/18/2015	\$1,271,823.15	(\$0.04)
2684480	5	08/12/2014	06/30/2015	06/30/2015	0	//	\$1,581,322.80	\$15,016.25
19.042668	2	01/14/2014	04/30/2015	05/30/2015	30	05/29/2015	\$2,439,781.93	\$150,216.82
21.042612	5	01/14/2014	05/31/2015	06/30/2015	30	05/31/2015	\$4,018,766.21	\$58,912.67
21.042733	5	01/14/2014	11/30/2014	11/30/2014	0	11/03/2014	\$578,280.32	\$0.00
46.040019R14	4	02/10/2015	09/30/2015	05/13/2016	226	//	\$1,125,622.49	\$24,495.90
5187780	1	02/10/2015	09/30/2015	11/08/2015	39	//	\$2,708,375.28	\$0.00
5487820	4	02/10/2015	10/31/2015	12/09/2015	39	//	\$3,042,571.08	\$0.00
5487880	4	02/10/2015	09/30/2015	11/08/2015	39	09/18/2015	\$1,564,364.14	\$29,125.00
2381540	3	03/11/2014	08/31/2014	08/31/2014	0	09/05/2014	\$329,671.60	(\$0.01)
2880890	1	03/11/2014	09/30/2014	09/30/2014	0	10/01/2014	\$819,645.21	(\$3,463.98)
36.042301	2	03/11/2014	10/31/2014	10/31/2014	0	10/31/2014	\$987,215.46	(\$11,381.00)
4380850	1	03/11/2014	10/31/2014	10/31/2014	0	10/28/2014	\$2,349,827.77	\$0.00
2387440	3	02/10/2015	10/31/2015	11/14/2015	14	11/14/2015	\$1,297,892.19	\$0.00
5687150	6	12/09/2014	11/30/2015	11/30/2015	0	//	\$2,622,113.80	\$51,538.16
4304870	1	11/05/2015	12/11/2015	12/11/2015	0	//	\$674,798.50	\$0.00
3279830	1	06/10/2014	11/30/2014	06/15/2015	197	06/15/2015	\$364,443.50	\$38,082.19
3782140	3	06/10/2014	06/15/2015	06/15/2015	0	10/27/2014	\$319,437.80	(\$32,844.89)
3981760	3	06/10/2014	11/30/2014	04/22/2015	143	04/22/2015	\$988,704.40	\$222,557.56
23.042674	3	11/13/2013	10/31/2014	12/02/2014	32	01/31/2015	\$7,338,085.50	(\$1.16)
28.042661	1	11/13/2013	09/30/2014	10/31/2014	31	10/20/2014	\$4,216,527.62	(\$308,164.58)
32.040683	1	11/13/2013	07/31/2014	07/31/2014	0	06/20/2014	\$1,700,749.28	\$19,580.50



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32.331401	1	11/13/2013	06/30/2014	10/28/2014	120	10/27/2014	\$357,013.60	\$12,230.30
4086300	1	11/12/2014	06/30/2015	12/15/2015	168	//	\$2,337,699.54	\$374,022.52
4086620	1	11/12/2014	05/31/2015	08/16/2015	77	//	\$820,316.88	\$52,393.53
4286040	3	11/12/2014	10/31/2015	12/12/2015	42	12/12/2015	\$5,741,282.08	(\$1.72)
4286680	3	11/12/2014	08/31/2015	08/31/2015	0	06/19/2015	\$465,367.94	\$0.00
0485510	2	09/09/2014	09/30/2015	09/30/2015	0	//	\$1,471,230.28	\$69,841.00
0882260	6	09/09/2014	04/30/2015	05/14/2015	14	05/14/2015	\$266,082.95	(\$11,098.49)
1085840	6	09/09/2014	08/31/2015	11/30/2015	91	08/31/2015	\$4,228,234.51	\$564,766.40
2683370	5	03/10/2015	08/31/2015	08/31/2015	0	12/04/2015	\$522,968.97	\$8,970.39
3283090	1	03/10/2015	08/31/2015	08/31/2015	0	//	\$787,460.47	\$54,339.30
3283100	1	03/10/2015	09/30/2015	10/31/2015	31	10/31/2015	\$638,615.19	\$0.00
26.042765	5	12/10/2013	11/30/2014	11/30/2014	0	08/08/2014	\$1,171,364.80	(\$128,052.94)
28.101404	1	12/10/2013	11/30/2014	11/30/2014	0	11/30/2014	\$1,354,908.01	(\$128,997.91)
29.038040	4	12/10/2013	01/07/2015	09/23/2014	-106	10/31/2014	\$2,483,961.14	(\$100,177.28)
30.039232	2	12/10/2013	11/30/2015	11/30/2015	0	//	\$3,968,440.60	\$139,474.81
1003360	6	10/19/2015	12/12/2015	11/16/2015	-26	//	\$103,762.50	\$4,720.00
2203410	5	10/19/2015	11/17/2015	11/17/2015	0	//	\$310,588.00	\$27,898.00
4003340	1	10/19/2015	10/30/2015	10/30/2015	0	10/30/2015	\$330,120.00	\$0.00
4304520	1	10/23/2015	11/27/2015	11/27/2015	0	//	\$189,780.78	\$0.00
27.041933R1	6	08/12/2014	03/30/2015	03/30/2015	0	03/30/2015	\$136,552.55	(\$690.00)
2982111	4	08/12/2014	06/30/2015	06/30/2015	0	08/04/2015	\$1,045,494.25	\$82,799.21
3185410	1	08/12/2014	05/31/2015	05/31/2015	0	05/04/2015	\$484,176.82	\$0.00
3882270	7	08/12/2014	05/31/2015	09/30/2015	122	12/16/2015	\$2,995,480.05	\$0.00
22.042734	5	01/14/2014	11/30/2014	11/30/2014	0	04/27/2015	\$585,135.21	\$0.00
23.042720	3	01/14/2014	11/30/2014	11/30/2014	0	10/21/2014	\$647,823.47	\$0.00
2379760	3	01/14/2014	11/30/2014	03/13/2015	103	03/13/2015	\$786,317.21	(\$0.36)
26.040634	5	01/14/2014	07/31/2014	07/31/2014	0	07/31/2014	\$79,953.90	(\$6,766.24)
5588460	5	02/10/2015	07/31/2015	09/08/2015	39	09/08/2015	\$1,416,976.54	\$0.00
5788010	7	02/10/2015	09/30/2015	11/08/2015	39	10/25/2015	\$1,658,969.73	\$0.00
0290470	7	06/09/2015	11/30/2015	11/30/2015	0	11/30/2015	\$1,046,666.29	\$3,696.00
4680840	4	03/11/2014	11/30/2015	11/30/2015	0	//	\$10,541,327.75	\$739,257.12
5180240	1	03/11/2014	10/31/2015	10/31/2015	0	10/31/2015	\$1,855,725.00	\$3,850.00
5480770	4	03/11/2014	10/31/2015	10/31/2015	0	10/31/2015	\$1,162,700.00	\$0.00
3781811	3	02/10/2015	11/15/2015	12/11/2015	26	01/05/2016	\$723,031.95	\$0.00
3888030	7	02/10/2015	08/14/2015	08/14/2015	0	08/11/2015	\$330,950.00	\$0.00
3982150	3	06/10/2014	10/15/2014	10/15/2014	0	10/27/2014	\$230,477.74	\$0.00



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4282160	3	06/10/2014	06/15/2015	06/15/2015	0	06/12/2015	\$477,133.48	\$0.00
4684690	4	06/10/2014	10/15/2014	10/15/2014	0	11/05/2014	\$459,635.50	(\$54,213.12)
5184510	1	06/10/2014	05/31/2015	05/31/2015	0	05/31/2015	\$981,032.48	\$0.00
40.040619	1	11/13/2013	07/31/2014	06/30/2015	334	//	\$833,300.26	\$45,831.47
40.042664	1	11/13/2013	11/30/2014	06/19/2015	201	05/29/2015	\$5,756,128.91	\$79,399.26
42.042677	3	11/13/2013	10/31/2014	11/01/2014	1	11/05/2014	\$5,619,190.08	\$93,882.28
43.041125R1	1	11/13/2013	07/31/2014	11/30/2014	122	04/27/2015	\$619,430.81	\$4,910.50
4486700	4	11/12/2014	04/30/2015	06/11/2015	42	10/09/2015	\$1,339,029.51	\$0.02
4686600	4	11/12/2014	08/31/2015	12/15/2015	106	//	\$4,052,897.43	\$655,351.63
5186940	1	11/12/2014	08/31/2015	08/31/2015	0	09/02/2015	\$728,052.63	\$0.00
2385220	3	09/09/2014	09/30/2015	12/08/2015	69	//	\$2,544,852.60	\$21,661.20
2484320	2	09/09/2014	09/30/2015	09/30/2015	0	//	\$1,731,965.25	\$5,390.00
3085500	2	09/09/2014	08/31/2015	08/31/2015	0	08/20/2015	\$912,618.65	\$0.00
4381201	1	03/10/2015	07/31/2015	07/31/2015	0	//	\$203,223.05	\$0.00
4388260	1	03/10/2015	09/30/2015	09/30/2015	0	09/24/2015	\$2,523,330.83	\$0.00
30.101404	2	12/10/2013	10/31/2014	10/31/2014	0	10/31/2014	\$827,694.73	\$4,593.51
39.101404	3	12/10/2013	09/30/2014	09/30/2014	0	05/27/2014	\$597,246.80	\$286.02
37.101404	3	12/10/2013	10/31/2014	10/31/2014	0	08/04/2014	\$1,042,257.61	(\$87,390.08)
40.101404	1	12/10/2013	10/31/2014	10/31/2014	0	10/31/2014	\$533,282.01	\$0.00
3204530	1	10/23/2015	11/23/2015	11/23/2015	0	//	\$908,317.50	\$8,055.51
1803470	6	10/23/2015	11/23/2015	11/23/2015	0	11/02/2015	\$28,840.00	\$4,732.00
4304610	1	10/23/2015	11/27/2015	11/27/2015	0	//	\$640,697.73	\$0.00
3981800	3	08/12/2014	05/31/2015	05/31/2015	0	05/29/2015	\$594,091.52	\$0.00
5182200	1	08/12/2014	08/31/2015	08/31/2015	0	09/14/2015	\$2,680,425.83	\$0.00
5281700	2	08/12/2014	05/30/2015	09/18/2015	111	09/15/2015	\$1,798,788.76	\$459,983.21
5281730	2	08/12/2014	06/30/2015	07/20/2015	20	07/16/2015	\$1,369,716.86	\$0.00
28.042707	1	01/14/2014	10/31/2014	10/31/2014	0	10/27/2014	\$747,311.03	(\$22,036.91)
32.037375R1	1	01/14/2014	11/30/2014	05/31/2015	182	05/28/2015	\$535,132.30	\$7,060.00
30.042670	2	01/14/2014	05/31/2015	07/15/2015	45	07/11/2015	\$3,275,209.83	\$44,101.25
32.042587	1	01/14/2014	05/31/2015	05/31/2015	0	05/29/2015	\$3,989,231.46	\$101,038.71
0482652	2	06/09/2015	12/15/2015	12/20/2015	5	12/20/2015	\$818,502.49	\$29,921.20
0880433	6	06/09/2015	12/15/2015	12/15/2015	0	//	\$679,641.90	\$0.00
1190270	4	06/09/2015	11/30/2015	11/30/2015	0	11/30/2015	\$528,773.35	\$0.00
5580790	5	03/11/2014	10/31/2015	10/31/2015	0	10/31/2015	\$1,161,400.00	\$0.00
5581440	5	03/11/2014	09/15/2014	09/15/2014	0	09/11/2014	\$195,797.60	(\$40.32)
5680800	6	03/11/2014	10/31/2015	10/31/2015	0	10/31/2015	\$1,228,880.00	\$5,000.00

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5681450	6	03/11/2014	09/15/2014	09/15/2014	0	10/09/2014	\$142,561.25	\$2,157.60
3987430	3	02/10/2015	09/30/2015	09/30/2015	0	10/16/2015	\$576,955.80	\$350.00
4081571	1	02/10/2015	10/31/2015	10/31/2015	0	10/29/2015	\$429,184.73	\$18,196.89
5282430	2	06/10/2014	06/15/2015	06/15/2015	0	06/13/2015	\$785,194.74	\$0.03
5282440	2	06/10/2014	05/31/2015	05/31/2015	0	05/11/2015	\$892,452.01	\$0.00
5282460	2	06/10/2014	06/15/2015	06/15/2015	0	06/29/2015	\$698,048.91	\$0.00
5484680	4	06/10/2014	05/31/2015	10/31/2015	153	09/18/2015	\$1,533,139.25	\$0.00
46.038043	4	11/13/2013	06/26/2014	06/29/2014	3	06/29/2014	\$1,245,092.00	(\$63,101.30)
46.042783	4	11/13/2013	09/30/2014	09/30/2014	0	08/25/2014	\$155,925.00	(\$15,120.00)
4755.042206	5	11/13/2013	08/31/2014	08/31/2014	0	11/15/2014	\$1,238,242.16	(\$193,185.84)
4755.042506	5	11/13/2013	06/30/2014	06/30/2014	0	07/08/2014	\$295,839.00	(\$25,777.21)
5486590	4	11/12/2014	07/31/2015	07/31/2015	0	07/31/2015	\$2,383,103.59	\$64,582.23
5582910	5	11/12/2014	08/31/2015	08/31/2015	0	//	\$1,639,290.00	\$0.00
5585640	5	11/12/2014	07/31/2015	07/31/2015	0	//	\$398,174.00	\$0.00
5585890	5	11/12/2014	07/31/2015	07/31/2015	0	06/02/2015	\$2,944,450.79	\$0.00
3584850	5	09/09/2014	04/30/2015	04/30/2015	0	04/30/2015	\$232,796.14	\$0.00
3785320	3	09/09/2014	08/31/2015	04/29/2015	-124	04/28/2015	\$787,736.88	\$23,981.64
3985230	3	09/09/2014	08/31/2015	08/31/2015	0	07/18/2015	\$727,480.95	\$0.00
4082300	1	09/09/2014	06/30/2015	06/30/2015	0	//	\$1,687,926.67	\$46,619.05
5188620	1	03/10/2015	09/15/2015	10/15/2015	30	10/14/2015	\$172,408.05	\$22,414.07
41.042497	2	12/10/2013	07/31/2014	07/31/2014	0	06/01/2014	\$307,265.72	\$0.00
42.101404	3	12/10/2013	11/30/2014	11/30/2014	0	08/21/2014	\$1,634,206.52	(\$338,012.23)
43.101404	1	12/10/2013	10/31/2014	10/31/2014	0	10/30/2014	\$1,236,087.55	(\$83,548.08)
44.042793	4	12/10/2013	04/30/2014	06/30/2014	61	06/30/2014	\$589,357.00	\$160,190.69
4004880	1	11/05/2015	12/17/2015	12/17/2015	0	//	\$371,657.50	\$0.00
5481960	4	08/12/2014	05/31/2015	08/05/2015	66	07/31/2015	\$1,924,796.77	\$25,369.59
5581820	5	08/12/2014	05/31/2015	05/31/2015	0	05/26/2015	\$1,397,695.91	\$0.00
5581980	5	08/12/2014	08/31/2015	08/31/2015	0	07/10/2015	\$1,963,295.28	\$0.00
32.042709	1	01/14/2014	11/30/2014	07/31/2015	243	12/01/2015	\$713,349.04	\$14,615.40
32.043004	1	01/14/2014	06/30/2014	04/24/2015	298	04/24/2015	\$59,653.20	\$1,401.84
32.273B	1	01/14/2014	10/23/2015	10/23/2015	0	//	\$10,747,661.69	\$168,883.16
36.042672	2	01/14/2014	08/31/2014	09/21/2014	21	09/17/2014	\$2,709,924.52	\$10,432.14
2088270	4	06/09/2015	09/03/2015	10/09/2015	36	09/23/2015	\$233,383.00	\$29,639.10
2090300	4	06/09/2015	09/18/2015	09/18/2015	0	//	\$427,707.34	\$0.00
2185100	5	06/09/2015	11/29/2015	11/29/2015	0	//	\$110,509.00	\$0.00
5780810	7	03/11/2014	10/31/2015	10/31/2015	0	10/21/2015	\$1,247,700.00	\$0.00



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5781460	7	03/11/2014	09/15/2014	09/26/2014	11	09/26/2014	\$151,197.00	\$0.00
4285710	3	10/14/2014	04/30/2015	04/30/2015	0	04/24/2015	\$655,279.25	(\$25,506.92)
23.56161	3	07/10/2015	10/25/2015	10/30/2015	5	10/30/2015	\$665,652.14	\$0.56
4285861	3	02/10/2015	10/31/2015	08/30/2015	-62	08/08/2015	\$537,357.70	(\$89,629.92)
4287470	3	02/10/2015	11/15/2015	09/29/2015	-47	10/30/2015	\$1,222,543.40	\$0.00
4687990	4	02/10/2015	07/31/2015	08/07/2015	7	08/04/2015	\$94,090.00	\$7,875.00
5182811	1	02/10/2015	09/30/2015	09/30/2015	0	//	\$1,174,880.00	\$0.00
5484720	4	06/10/2014	04/30/2015	05/06/2015	6	05/06/2015	\$615,354.50	\$54,186.86
5484740	4	06/10/2014	06/30/2015	08/31/2015	62	08/08/2015	\$613,562.00	\$283,877.51
5484750	4	06/10/2014	06/30/2015	08/30/2015	61	08/30/2015	\$459,160.25	\$0.00
5584410	5	06/10/2014	06/30/2015	06/30/2015	0	06/30/2015	\$721,750.10	\$0.00
4756.042208	6	11/13/2013	08/31/2014	08/31/2014	0	08/28/2014	\$896,310.47	\$0.00
4756.042507	6	11/13/2013	06/30/2014	07/31/2014	31	07/29/2014	\$236,554.00	(\$49,351.40)
4757.042187	7	11/13/2013	08/31/2014	08/31/2014	0	08/31/2014	\$1,255,308.31	\$0.00
4757.042539	7	11/13/2013	07/31/2014	09/04/2014	35	09/04/2014	\$213,668.00	\$1,542.57
5585900	5	11/12/2014	09/30/2015	06/30/2015	-92	08/18/2015	\$2,896,655.85	\$0.00
5585910	5	11/12/2014	09/30/2015	09/30/2015	0	09/30/2015	\$4,094,738.97	\$18,964.98
5586640	5	11/12/2014	04/14/2015	04/14/2015	0	04/24/2015	\$374,976.00	\$0.00
5682920	6	11/12/2014	07/31/2015	07/31/2015	0	07/31/2015	\$1,011,838.61	(\$0.31)
4285200	3	09/09/2014	09/30/2015	09/30/2015	0	07/01/2015	\$2,004,859.83	(\$42,930.65)
4386280	1	09/09/2014	05/31/2015	05/31/2015	0	09/14/2015	\$883,030.57	\$12,200.00
4684590	4	09/09/2014	08/31/2015	08/31/2015	0	08/31/2015	\$1,590,143.80	\$121,005.00
5286741	2	03/10/2015	11/30/2015	11/30/2015	0	11/30/2015	\$556,164.57	\$0.00
5288630	2	03/10/2015	09/15/2015	09/15/2015	0	07/15/2015	\$168,090.75	\$0.00
5388640	3	03/10/2015	09/15/2015	09/15/2015	0	08/03/2015	\$194,526.00	\$0.00
5488650	4	03/10/2015	09/15/2015	09/15/2015	0	09/16/2015	\$148,613.60	\$0.00
44.371401	4	12/10/2013	05/31/2014	07/15/2014	45	06/11/2014	\$230,122.50	(\$29,350.20)
10.042824R1	6	03/11/2014	09/30/2015	09/30/2015	0	09/30/2015	\$1,482,000.00	\$315,380.00
5682410	6	08/12/2014	05/31/2015	05/31/2015	0	05/29/2015	\$1,072,081.24	\$18,517.00
5781750	7	08/12/2014	06/30/2015	06/30/2015	0	//	\$1,833,294.59	\$0.00
37.042675	3	01/14/2014	08/31/2014	08/31/2014	0	08/28/2014	\$2,296,622.12	(\$0.51)
37.042721	3	01/14/2014	06/30/2014	09/14/2014	76	09/28/2014	\$449,837.74	\$0.00
42.037189AR	3	01/14/2014	08/31/2015	09/19/2015	19	09/24/2015	\$4,127,330.07	\$85,935.06
42.042723	3	01/14/2014	10/31/2014	10/31/2014	0	10/23/2014	\$435,035.25	\$0.00
2390150	3	06/09/2015	11/30/2015	11/30/2015	0	12/10/2015	\$672,710.62	\$0.00
5182280	1	10/14/2014	08/31/2015	08/31/2015	0	//	\$3,795,743.06	\$0.00



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5281720	2	10/14/2014	06/30/2015	09/06/2015	68	09/01/2015	\$2,224,913.22	\$0.00
5286400	2	10/14/2014	06/30/2015	06/30/2015	0	06/21/2015	\$172,199.79	\$0.00
5188600	1	02/10/2015	10/31/2015	10/31/2015	0	//	\$3,261,964.72	(\$68,489.70)
5282821	2	02/10/2015	11/30/2015	11/30/2015	0	//	\$3,484,179.50	\$0.00
5287200	2	02/10/2015	10/31/2015	11/30/2015	30	11/16/2015	\$1,698,874.64	\$0.13
5287220	2	02/10/2015	10/31/2015	11/30/2015	30	//	\$1,374,046.26	\$0.00
5584420	5	06/10/2014	04/30/2015	04/30/2015	0	04/30/2015	\$462,483.50	\$500.00
5584430	5	06/10/2014	06/30/2015	06/30/2015	0	06/30/2015	\$806,941.60	\$18,220.33
5584440	5	06/10/2014	05/31/2015	05/31/2015	0	05/29/2015	\$648,768.30	\$0.00
5684490	6	06/10/2014	06/30/2015	06/30/2015	0	06/09/2015	\$739,937.08	\$0.00
11.00002015	4	02/20/2015	04/14/2015	04/14/2015	0	04/10/2015	\$290,748.20	\$0.00
5685650	6	11/12/2014	06/30/2015	07/24/2015	24	07/24/2015	\$259,149.00	(\$13,451.46)
5686240	6	11/12/2014	08/31/2015	08/31/2015	0	08/31/2015	\$3,652,660.36	(\$0.02)
5782900	7	11/12/2014	09/30/2015	09/30/2015	0	10/09/2015	\$1,764,816.80	\$34,000.00
5785660	7	11/12/2014	07/31/2015	07/31/2015	0	04/28/2015	\$222,685.00	\$0.00
5185390	1	09/09/2014	09/30/2015	09/30/2015	0	//	\$1,973,348.78	\$260,807.25
5185400	1	09/09/2014	08/31/2015	08/31/2015	0	09/19/2015	\$3,464,810.41	\$183,780.39
5185610	1	09/09/2014	05/31/2015	09/10/2015	102	//	\$712,790.00	\$71,278.00
5588440	5	03/10/2015	09/30/2015	09/30/2015	0	//	\$4,005,490.84	\$5,880.00
5588770	5	03/10/2015	08/31/2015	08/31/2015	0	08/31/2015	\$1,325,070.57	(\$0.04)
8888400	4	03/10/2015	09/30/2015	09/30/2015	0	10/22/2015	\$3,330,226.34	\$0.00
0381591	7	04/14/2015	09/30/2015	11/30/2015	61	11/14/2015	\$93,955.00	\$6,840.00
2188780	5	04/14/2015	10/31/2015	10/31/2015	0	//	\$488,464.41	\$0.00
2588200	7	04/14/2015	09/30/2015	09/30/2015	0	09/24/2015	\$118,793.50	\$21,870.00
29.037314AR	4	04/14/2015	09/30/2015	09/30/2015	0	//	\$153,227.00	\$0.00
43.042798	1	01/14/2014	11/30/2014	11/30/2014	0	12/09/2014	\$398,554.39	\$141,640.09
46.042430	4	01/14/2014	11/30/2014	11/30/2014	0	12/18/2014	\$1,482,798.51	(\$19,717.37)
46.042684	4	01/14/2014	11/30/2014	12/18/2015	383	//	\$2,747,401.54	\$152,534.27
5481950	4	10/14/2014	06/30/2015	06/30/2015	0	07/30/2015	\$1,799,524.18	\$0.00
5484760	4	10/14/2014	06/30/2015	06/30/2015	0	04/28/2015	\$70,280.58	(\$1,240.58)
5581990	5	10/14/2014	06/30/2015	06/30/2015	0	06/30/2015	\$1,985,804.05	\$0.00
5582000	5	10/14/2014	07/31/2015	08/31/2015	31	08/31/2015	\$2,479,727.97	(\$0.08)
5382831	3	02/10/2015	10/31/2015	10/31/2015	0	11/12/2015	\$790,138.50	\$10,030.20
5482841	4	02/10/2015	08/31/2015	08/31/2015	0	09/24/2015	\$772,247.50	(\$2,000.00)
5487730	4	02/10/2015	08/31/2015	10/14/2015	44	10/16/2015	\$1,624,034.78	\$46,041.61
5782240	7	06/10/2014	08/31/2015	08/31/2015	0	08/19/2015	\$781,225.14	\$39,058.87

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5782330	7	06/10/2014	06/30/2015	06/30/2015	0	07/24/2015	\$968,681.36	\$0.00
5784310	7	06/10/2014	05/31/2015	06/05/2015	5	06/05/2015	\$1,134,110.29	\$0.00
5786690	7	11/12/2014	11/30/2015	11/30/2015	0	//	\$3,103,542.00	\$0.00
2687191	5	05/12/2015	09/30/2015	10/14/2015	14	10/14/2015	\$479,936.77	\$619,015.30
2688550	5	05/12/2015	11/30/2015	11/30/2015	0	10/08/2015	\$844,737.48	\$0.00
2889720	1	05/12/2015	10/31/2015	10/31/2015	0	//	\$703,968.86	\$1,248.00
5285480	2	09/09/2014	08/31/2015	09/30/2015	30	09/23/2015	\$727,866.27	\$0.00
5285490	2	09/09/2014	09/30/2015	09/30/2015	0	//	\$1,164,841.33	\$0.00
5285830	2	09/09/2014	10/31/2015	11/30/2015	30	11/30/2015	\$2,795,710.05	\$0.00
3583331	5	04/14/2015	10/31/2015	10/31/2015	0	//	\$932,055.16	\$0.00
5588660	5	04/14/2015	10/31/2015	12/15/2015	45	//	\$252,703.40	\$0.00
5688670	6	04/14/2015	09/30/2015	11/30/2015	61	11/10/2015	\$188,926.25	\$0.00
4004730	1	11/09/2015	12/10/2015	12/10/2015	0	11/25/2015	\$244,004.09	\$54,395.26
0486210	2	01/13/2015	08/31/2015	08/31/2015	0	08/31/2015	\$2,692,692.32	\$168,210.34
2486130	2	01/13/2015	11/30/2015	11/30/2015	0	//	\$2,270,425.51	(\$5.00)
2683360	5	01/13/2015	05/31/2015	05/31/2015	0	05/29/2015	\$306,214.72	\$0.00
3086140	2	01/13/2015	08/31/2015	08/31/2015	0	09/21/2015	\$2,495,122.70	\$800.00
3990140	3	06/09/2015	11/20/2015	11/20/2015	0	01/07/2016	\$333,453.67	\$17,600.00
4083471	1	06/09/2015	12/15/2015	12/15/2015	0	//	\$674,174.20	\$0.00
4090480	1	06/09/2015	11/30/2015	11/30/2015	0	//	\$3,093,626.86	\$0.00
5682420	6	10/14/2014	06/30/2015	06/30/2015	0	06/30/2015	\$3,209,038.59	\$0.00
5685760	6	10/14/2014	10/31/2015	11/16/2015	16	11/16/2015	\$3,515,051.42	\$260,986.65
5781840	7	10/14/2014	06/30/2015	07/11/2015	11	07/11/2015	\$2,301,886.17	\$0.00
5784960	7	10/14/2014	10/31/2015	10/31/2015	0	//	\$1,829,946.26	\$0.00
5587700	5	02/10/2015	08/31/2015	08/31/2015	0	08/31/2015	\$1,820,019.19	\$0.00
5587720	5	02/10/2015	08/31/2015	08/31/2015	0	08/31/2015	\$2,417,953.30	\$0.00
5587840	5	02/10/2015	09/30/2015	09/30/2015	0	12/03/2015	\$1,831,650.69	\$0.00
2881080	1	06/10/2014	07/31/2015	08/16/2015	16	09/21/2015	\$3,089,166.11	\$47,000.00
000183	1	06/30/2013	07/31/2014	07/31/2014	0	//	\$100.00	\$0.00
3283071	1	05/12/2015	11/30/2015	11/30/2015	0	//	\$595,288.12	\$0.00
4683310	4	05/12/2015	11/30/2015	11/30/2015	0	11/30/2015	\$156,272.19	(\$0.09)
5485450	4	09/09/2014	08/31/2015	10/20/2015	50	10/13/2015	\$1,268,796.89	(\$0.14)
5485550	4	09/09/2014	09/30/2015	07/14/2015	-78	08/28/2015	\$2,755,475.67	\$166,292.04
5485560	4	09/09/2014	07/31/2015	07/31/2015	0	09/14/2015	\$1,531,586.18	\$26,399.56
5585360	5	09/09/2014	08/31/2015	08/31/2015	0	04/30/2015	\$824,544.85	\$0.00
5788680	7	04/14/2015	08/31/2015	10/15/2015	45	10/15/2015	\$209,274.30	\$0.00



2010 - 2015 SiteManager Data for Construction Projects

Contract ID	District	Letting Date	Original Completion Date	Adjusted Completion Date	Days Added to Contract	SWC Date	Total Bid Amount	Net Change Order Amount
3187810	1	01/13/2015	09/30/2015	09/30/2015	0	10/20/2015	\$540,509.33	\$0.00
3282480	1	01/13/2015	07/31/2015	07/31/2015	0	//	\$718,259.46	\$19,800.00
3287170	1	01/13/2015	12/15/2015	12/15/2015	0	08/20/2015	\$529,410.86	\$31,565.32
8885620	1	10/14/2014	06/15/2015	06/15/2015	0	06/11/2015	\$393,781.75	\$0.00
8885630	4	10/14/2014	06/15/2015	06/15/2015	0	06/15/2015	\$335,929.25	(\$34,790.23)
5787750	7	02/10/2015	10/31/2015	10/31/2015	0	11/03/2015	\$2,208,081.72	\$0.00
5788020	7	02/10/2015	09/30/2015	09/30/2015	0	//	\$1,744,157.98	\$0.00
4689960	4	05/12/2015	10/07/2015	10/07/2015	0	//	\$2,111,041.20	\$0.00
5585420	5	09/09/2014	05/31/2015	07/31/2015	61	07/31/2015	\$1,363,860.69	\$12,785.06
5585460	5	09/09/2014	05/31/2015	07/31/2015	61	07/31/2015	\$1,809,320.52	\$20,113.20
5685210	6	09/09/2014	08/18/2015	09/17/2015	30	09/17/2015	\$5,016,659.00	\$602,930.75
2990430	4	07/14/2015	11/30/2015	11/06/2015	-24	11/23/2015	\$286,979.55	\$0.00
3686110	2	01/13/2015	11/30/2015	11/30/2015	0	//	\$2,580,787.09	\$43,680.00
3786020	3	01/13/2015	09/30/2015	10/17/2015	17	10/17/2015	\$2,817,345.77	\$0.00
3986670	3	01/13/2015	09/30/2015	09/24/2015	-6	09/23/2015	\$267,324.40	\$46,763.40
4087980	1	01/13/2015	10/31/2015	10/31/2015	0	//	\$945,319.04	\$0.00
1403180	7	10/09/2015	10/12/2015	10/12/2015	0	10/12/2015	\$1,060,000.00	\$330,000.00
5286761	2	05/12/2015	12/28/2015	12/28/2015	0	//	\$610,196.18	\$68,199.30
5489580	4	05/12/2015	11/30/2015	11/30/2015	0	//	\$260,432.43	\$0.00
5685380	6	09/09/2014	08/31/2015	08/24/2015	-7	12/15/2015	\$1,014,999.32	\$0.00
5785370	7	09/09/2014	08/31/2015	08/31/2015	0	11/11/2015	\$1,043,621.51	\$0.00
5785580	7	09/09/2014	09/30/2015	09/30/2015	0	//	\$1,758,709.10	\$0.00
3203300	1	10/14/2015	10/23/2015	10/23/2015		//	\$198,690.13	\$0.00

Projects that finished late = 880

\$2,834,896,515.87

Percentage = 48%



# Appendix F

2015 SiteManager Data for Construction Projects

Contract ID	District	Letting Date	Original Completion Date	Adjusted Completion Date	Days Added to Contract	SWC Date	Total Bid Amount	Net Change Order Amount
07.037977R1	6	03/12/2013	10/31/2015	12/08/2015	38	12/07/2015	\$4,899,092.76	\$44,548.41
11.041486R1	4	04/09/2013	11/30/2015	11/30/2015	0	11/24/2015	\$10,382,355.61	(\$92,937.73)
28.039535	1	11/14/2012	04/30/2015	04/30/2015	0	06/11/2015	\$12,828,430.22	\$111,465.00
LPA18.DORC.33	6	11/06/2012	02/28/2015	02/28/2015	0	//	\$6,074,673.75	\$31,102.25
10.037130A	6	03/13/2012	06/30/2015	07/25/2015	25	07/24/2015	\$32,363,740.74	(\$753,386.93)
0932.038170	1	03/22/2013	07/23/2015	08/01/2015	9	//	\$75,750,000.00	(\$538,665.54)
47.042886	7	09/10/2013	09/30/2015	09/30/2015	0	09/30/2015	\$1,873,423.00	\$576,077.40
42.039019	3	06/12/2012	10/31/2015	12/16/2015	46	11/20/2015	\$13,837,516.95	\$589,189.52
16.133BR1	5	07/09/2013	11/30/2015	11/30/2015	0	//	\$16,961,263.82	\$512,733.18
23.037129A	3	07/09/2013	03/31/2015	10/31/2015	214	10/31/2015	\$2,685,804.25	\$741,137.84
38.036984	7	06/21/2013	01/20/2015	10/18/2015	271	//	\$30,925,000.00	\$1,522,100.50
4685070	4	01/13/2015	07/31/2015	12/15/2015	137	//	\$1,572,754.85	\$316,001.00
5186220	1	01/13/2015	10/31/2015	10/31/2015	0	//	\$4,157,624.54	\$0.00
5186980	1	01/13/2015	12/15/2015	12/15/2015	0	//	\$469,851.56	\$0.00
5490310	4	06/09/2015	09/19/2015	09/19/2015	0	//	\$448,702.30	\$0.00
1004630	6	10/30/2015	11/30/2015	11/30/2015	0	11/17/2015	\$41,240.00	\$0.00
4003310	1	10/14/2015	11/16/2015	11/16/2015	0	//	\$180,331.55	\$0.00
5503290	5	10/14/2015	11/16/2015	12/03/2015	17	12/03/2015	\$813,173.10	\$283,181.82
1003350	6	10/19/2015	11/17/2015	11/17/2015	0	//	\$172,794.59	\$20.21
5503380	5	10/19/2015	12/14/2015	12/14/2015	0	//	\$1,456,582.00	\$0.00
8890850	1	07/14/2015	12/15/2015	12/15/2015	0	//	\$477,449.25	\$0.00
5286230	2	01/13/2015	10/31/2015	11/30/2015	30	//	\$2,917,520.73	\$0.00
5286840	2	01/13/2015	09/30/2015	10/30/2015	30	10/31/2015	\$787,782.58	\$144,030.10
5386990	3	01/13/2015	12/31/2015	01/07/2016	7	12/18/2015	\$2,042,377.00	\$0.00
5486570	4	01/13/2015	10/31/2015	10/31/2015	0	//	\$2,451,142.00	\$0.00
5590400	5	06/09/2015	12/06/2015	12/06/2015	0	//	\$872,039.95	\$0.00
5590450	5	06/09/2015	12/15/2015	12/15/2015	0	//	\$1,011,986.46	\$0.00
0486360	2	10/14/2014	06/30/2015	06/30/2015	0	04/22/2015	\$111,200.19	\$828.90
1084260	6	10/14/2014	05/31/2015	05/31/2015	0	05/31/2015	\$1,764,522.59	(\$40,451.01)
2186340	5	10/14/2014	05/31/2015	05/31/2015	0	05/31/2015	\$1,002,592.37	\$0.00
2385980	3	10/14/2014	04/30/2015	04/30/2015	0	02/06/2015	\$242,627.84	\$0.00
0482090	2	07/08/2014	04/30/2015	04/30/2015	0	04/28/2015	\$795,659.31	(\$187,900.72)

2015 SiteManager Data for Construction Projects

Contract ID	District	Letting Date	Original Completion Date	Adjusted Completion Date	Days Added to Contract	SWC Date	Total Bid Amount	Net Change Order Amount
07.101401R2	6	07/08/2014	05/31/2015	05/31/2015	0	05/11/2015	\$352,929.05	\$0.00
0782760	6	07/08/2014	05/31/2015	08/29/2015	90	08/27/2015	\$961,533.43	\$80,342.67
1004640	6	10/30/2015	11/30/2015	11/30/2015	0	11/11/2015	\$182,028.47	\$0.00
1403460	7	10/23/2015	11/23/2015	11/23/2015	0	12/08/2015	\$1,236,533.07	\$0.00
4004660	1	10/30/2015	11/30/2015	11/30/2015	0	//	\$960,293.40	\$21,780.00
4304650	1	10/30/2015	11/30/2015	11/30/2015	0	//	\$319,872.50	\$0.00
5486580	4	01/13/2015	09/30/2015	09/30/2015	0	10/16/2015	\$4,224,320.14	\$2,288.02
5487080	4	01/13/2015	09/30/2015	10/06/2015	6	10/06/2015	\$558,379.50	(\$14,453.75)
5487090	4	01/13/2015	09/30/2015	09/30/2015	0	05/19/2015	\$577,988.55	(\$2,643.82)
3081710	2	10/14/2014	05/31/2015	07/15/2015	45	07/30/2015	\$1,813,318.80	\$0.00
4279790	3	10/14/2014	11/30/2015	11/30/2015	0	//	\$2,629,968.50	\$24,547.58
4281790	3	10/14/2014	05/31/2015	05/31/2015	0	05/26/2015	\$1,353,877.91	\$0.00
1185240	4	07/08/2014	01/25/2015	01/25/2015	0	01/25/2015	\$686,899.00	(\$26,586.99)
1389970	4	05/12/2015	11/30/2015	11/30/2015	0	//	\$536,221.25	\$0.00
2490260	2	05/12/2015	11/30/2015	11/30/2015	0	//	\$392,283.19	\$0.00
0282170	7	04/08/2014	05/31/2015	07/31/2015	61	07/31/2015	\$838,796.53	\$31,645.59
0481190	2	04/08/2014	06/30/2015	06/30/2015	0	05/04/2015	\$1,296,923.05	\$114,127.13
07.101404R1	6	04/08/2014	05/31/2015	05/31/2015	0	05/28/2015	\$1,652,567.27	(\$8,783.36)
1190620	4	08/11/2015	12/15/2015	12/15/2015	0	//	\$223,894.64	\$0.00
5487100	4	01/13/2015	09/30/2015	09/10/2015	-20	08/26/2015	\$545,525.25	(\$11,902.24)
5587270	5	01/13/2015	06/30/2015	06/30/2015	0	06/02/2015	\$406,881.25	\$0.00
0803270	6	10/12/2015	10/23/2015	10/23/2015	0	10/21/2015	\$147,762.64	\$0.00
43.041176R1	1	07/08/2014	04/30/2015	04/30/2015	0	//	\$637,183.62	\$0.00
5184820	1	07/08/2014	06/30/2015	06/30/2015	0	06/30/2015	\$1,372,155.24	\$0.00
5484730	4	07/08/2014	03/31/2015	04/09/2015	9	04/09/2015	\$1,999,900.90	\$57,853.13
0286120	7	11/12/2014	08/31/2015	08/31/2015	0	06/20/2015	\$2,823,187.80	\$50,014.80
2681160	5	04/08/2014	06/30/2015	08/15/2015	46	//	\$680,283.63	\$4,890.00
3081830	2	04/08/2014	04/30/2015	05/12/2015	12	05/12/2015	\$596,126.92	\$24,527.36
32.039386R1	1	04/08/2014	05/31/2015	05/31/2015	0	03/25/2015	\$208,794.75	(\$20,968.75)
3291590	1	06/05/2015	07/29/2015	07/29/2015	0	07/29/2015	\$641,701.00	\$0.00
08.101404	6	12/10/2013	05/31/2015	05/31/2015	0	05/31/2015	\$5,396,330.89	\$0.00
03.042700	7	01/14/2014	04/30/2015	09/22/2015	145	10/22/2015	\$3,263,904.27	\$0.01



2015 SiteManager Data for Construction Projects

Contract ID	District	Letting Date	Original Completion Date	Adjusted Completion Date	Days Added to Contract	SWC Date	Total Bid Amount	Net Change Order Amount
08.038779	6	01/14/2014	11/30/2015	07/27/2016	240	//	\$20,359,481.68	\$1,421,818.25
08.042621	6	01/14/2014	05/31/2015	07/31/2015	61	07/31/2015	\$6,172,542.20	\$5,466.92
5587280	5	01/13/2015	06/30/2015	06/30/2015	0	06/23/2015	\$342,975.10	\$0.00
5587290	5	01/13/2015	12/15/2015	12/15/2015	0	12/15/2015	\$626,418.64	\$0.00
5587300	5	01/13/2015	12/15/2015	12/15/2015	0	//	\$510,570.77	(\$122.00)
5504740	5	11/05/2015	12/18/2015	12/18/2015	0	//	\$721,921.53	\$0.00
2780960	6	02/11/2014	04/30/2015	04/30/2015	0	05/08/2015	\$1,054,140.15	\$14,508.00
23.042393R1	3	02/11/2014	05/31/2015	08/08/2015	69	08/07/2015	\$2,221,052.09	\$148,508.02
LPA18.DORC.18	6	07/22/2014	07/08/2015	07/08/2015	0	//	\$1,644,433.09	\$3,710.00
1084711	6	12/09/2014	09/30/2015	06/22/2015	-100	06/22/2015	\$761,036.95	(\$0.77)
1086820	6	11/12/2014	10/31/2015	10/31/2015	0	//	\$4,933,610.71	\$644,953.48
2183130	5	11/12/2014	05/31/2015	05/31/2015	0	05/31/2015	\$519,294.77	\$6,718.32
2384280		11/12/2014	10/31/2015	10/31/2015	0	10/21/2015	\$1,675,405.19	\$9,877.99
38.040775R1	7	04/08/2014	04/30/2015	05/31/2015	31	05/29/2015	\$533,205.00	\$0.00
19.042714R1	2	05/13/2014	05/31/2015	05/31/2015	0	05/31/2015	\$732,510.61	\$0.00
4003400	1	10/19/2015	11/27/2015	11/27/2015	0	11/14/2015	\$675,888.83	(\$0.12)
12.042604	4	01/14/2014	04/30/2015	06/17/2015	48	06/17/2015	\$2,019,558.89	(\$160,937.05)
5687310	6	01/13/2015	09/30/2015	09/30/2015	0	07/27/2015	\$1,247,116.94	\$41,813.85
5786250	7	01/13/2015	10/31/2015	10/31/2015	0	//	\$3,686,148.13	\$0.00
5786710	7	01/13/2015	08/31/2015	08/31/2015	0	09/11/2015	\$2,634,008.97	\$0.00
LPA18.027552	6	07/14/2015	11/15/2015	12/16/2015	31	12/15/2015	\$812,316.93	\$300.00
8881230	3	02/11/2014	07/31/2015	07/31/2015	0	07/17/2015	\$2,090,150.91	\$51,567.50
1686560	5	12/09/2014	05/31/2015	05/31/2015	0	03/27/2015	\$207,122.93	(\$0.02)
2485671	2	12/09/2014	07/31/2015	09/28/2015	59	//	\$1,375,367.08	\$1,100,026.92
2686350	5	12/09/2014	06/30/2015	06/30/2015	0	07/31/2015	\$656,507.91	\$0.00
0284330	7	06/10/2014	05/31/2015	05/31/2015	0	05/12/2015	\$620,093.16	\$0.00
1081271		06/10/2014	04/30/2015	11/30/2015	214	11/30/2015	\$3,522,427.14	(\$0.01)
0204590	7	10/23/2015	11/23/2015	11/23/2015	0	12/17/2015	\$217,099.71	\$101,876.86
1404540	7	10/23/2015	11/23/2015	11/23/2015	0	//	\$2,014,311.80	\$795,240.10
1404570	7	10/23/2015	11/23/2015	11/23/2015	0	//	\$2,143,792.04	\$0.00
3204580	1	10/23/2015	11/23/2015	11/23/2015	0	12/04/2015	\$343,733.65	\$0.00
0485690	2	08/12/2014	06/30/2015	12/31/2015	184	//	\$4,974,068.92	\$81,787.58

2015 SiteManager Data for Construction Projects

Contract ID	District	Letting Date	Original Completion Date	Adjusted Completion Date	Days Added to Contract	SWC Date	Total Bid Amount	Net Change Order Amount
2386650	3	11/12/2014	09/30/2015	09/30/2015	0	05/27/2015	\$620,715.10	\$0.00
3086830	2	11/12/2014	08/31/2015	08/31/2015	0	06/16/2015	\$341,516.38	\$0.00
4282190	3	04/08/2014	05/25/2015	06/25/2015	31	06/21/2015	\$11,512,375.09	\$645,810.65
30.042716R1	2	05/13/2014	05/31/2015	05/31/2015	0	05/20/2015	\$815,191.68	(\$15,561.38)
5384540	3	05/13/2014	11/30/2015	11/30/2015	0	05/22/2015	\$1,582,033.00	(\$544.98)
2104560	5	10/23/2015	11/27/2015	11/27/2015	0	//	\$1,530,799.00	(\$693,116.83)
5704600	7	10/23/2015	11/23/2015	12/15/2015	22	12/15/2015	\$512,155.00	\$73,287.50
5704690	7	10/30/2015	11/29/2015	11/29/2015	0	//	\$84,759.00	\$0.00
0281770	7	08/12/2014	06/30/2015	06/30/2015	0	06/30/2015	\$1,147,483.93	\$25,524.80
0481240	2	08/12/2014	03/15/2015	06/18/2015	95	05/07/2015	\$154,516.90	\$53,749.40
0481690	2	08/12/2014	04/30/2015	05/11/2015	11	05/11/2015	\$1,290,621.06	(\$22,311.92)
0882490	6	08/12/2014	06/30/2015	06/30/2015	0	06/25/2015	\$884,146.31	\$25,930.50
17.042686	5	01/14/2014	04/30/2015	06/30/2015	61	07/31/2015	\$3,921,110.01	\$0.00
5787070	7	01/13/2015	09/30/2015	09/30/2015	0	10/16/2015	\$809,628.94	\$0.00
4088450	1	02/10/2015	09/30/2015	11/08/2015	39	//	\$948,817.84	(\$0.02)
0582860	7	11/12/2014	04/30/2015	10/15/2015	168	10/15/2015	\$1,067,701.11	\$121,685.30
4086810	1	11/12/2014	10/31/2015	10/31/2015	0	//	\$120,857.57	\$4,992.79
2380451	3	03/11/2014	11/30/2015	11/30/2015	0	11/30/2015	\$1,736,419.20	\$48,551.35
0487210	2	02/10/2015	10/31/2015	10/31/2015	0	10/31/2015	\$929,208.63	(\$24,292.45)
0783461	6	02/10/2015	08/31/2015	12/09/2015	100	12/09/2015	\$837,723.13	\$10,921.75
5481931	4	12/09/2014	10/31/2015	10/31/2015	0	//	\$3,696,381.19	\$69,374.63
2382130	3	06/10/2014	06/15/2015	07/08/2015	23	07/08/2015	\$526,877.51	\$49,140.00
3082450	2	06/10/2014	06/15/2015	06/15/2015	0	05/29/2015	\$416,942.02	\$0.00
3281170	1	11/12/2014	04/30/2015	08/16/2015	108	08/16/2015	\$340,871.71	\$34,282.18
3786660	3	11/12/2014	07/31/2015	04/21/2015	-101	04/21/2015	\$246,787.77	\$0.00
3982080	3	11/12/2014	08/31/2015	08/31/2015	0	09/05/2015	\$2,016,996.99	\$15,267.70
3986030	3	11/12/2014	08/31/2015	08/31/2015	0	10/09/2015	\$3,635,160.35	\$0.00
5681970	6	04/08/2014	07/31/2015	07/31/2015	0	07/15/2015	\$649,997.71	(\$25,848.72)
0803320	6	10/14/2015	10/15/2015	10/16/2015	1	10/16/2015	\$155,000.00	\$0.00
1003330	6	10/14/2015	11/16/2015	11/16/2015	0	11/17/2015	\$278,880.52	(\$0.03)
1588240	6	03/10/2015	10/31/2015	10/31/2015	0	09/03/2015	\$1,076,850.00	\$9,272.97
2181211	5	03/10/2015	07/31/2015	08/15/2015	15	08/15/2015	\$216,803.08	\$891.48



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Contract ID	District	Original Letting Date	Adjusted Completion Date	Days Added to Contract	SWC Date	Total Bid Amount	Net Change Order Amount
2782800	6	11/12/2014	12/10/2015	0	//	\$6,077,983.95	(\$1,266,410.83)
10.038869R1	6	08/12/2014	03/15/2015	21	04/03/2015	\$404,229.50	\$19,000.00
2281150	5	08/12/2014	11/30/2015	18	12/18/2015	\$3,374,378.76	\$103,019.75
2381780	3	08/12/2014	07/31/2015	0	06/18/2015	\$1,271,823.15	(\$0.04)
2684480	5	08/12/2014	06/30/2015	0	//	\$1,581,322.80	\$15,016.25
19.042668	2	01/14/2014	04/30/2015	30	05/29/2015	\$2,439,781.93	\$150,216.82
21.042612	5	01/14/2014	05/31/2015	30	05/31/2015	\$4,018,766.21	\$58,912.67
46.040019R1	4	02/10/2015	09/30/2015	226	//	\$1,125,622.49	\$24,495.90
5187780	1	02/10/2015	09/30/2015	39	//	\$2,708,375.28	\$0.00
5487820	4	02/10/2015	10/31/2015	39	//	\$3,042,571.08	\$0.00
5487880	4	02/10/2015	09/30/2015	39	09/18/2015	\$1,564,364.14	\$29,125.00
2387440	3	02/10/2015	10/31/2015	14	11/14/2015	\$1,297,892.19	\$0.00
5687150	6	12/09/2014	11/30/2015	0	//	\$2,622,113.80	\$51,538.16
4304870	1	11/05/2015	12/11/2015	0	//	\$674,798.50	\$0.00
3782140	3	06/10/2014	06/15/2015	0	10/27/2014	\$319,437.80	(\$32,844.89)
4086300	1	11/12/2014	06/30/2015	168	//	\$2,337,699.54	\$374,022.52
4086620	1	11/12/2014	05/31/2015	77	//	\$820,316.88	\$52,393.53
4286040	3	11/12/2014	10/31/2015	42	12/12/2015	\$5,741,282.08	(\$1.72)
4286680	3	11/12/2014	08/31/2015	0	06/19/2015	\$465,367.94	\$0.00
0485510	2	09/09/2014	09/30/2015	0	//	\$1,471,230.28	\$69,841.00
0882260	6	09/09/2014	04/30/2015	14	05/14/2015	\$266,082.95	(\$11,098.49)
1085840	6	09/09/2014	08/31/2015	91	08/31/2015	\$4,228,234.51	\$564,766.40
2683370	5	03/10/2015	08/31/2015	0	12/04/2015	\$522,968.97	\$8,970.39
3283090	1	03/10/2015	08/31/2015	0	//	\$787,460.47	\$54,339.30
3283100	1	03/10/2015	09/30/2015	31	10/31/2015	\$638,615.19	\$0.00
29.038040	4	12/10/2013	01/07/2015	-106	10/31/2014	\$2,483,961.14	(\$100,177.28)
30.039232	2	12/10/2013	11/30/2015	0	//	\$3,968,440.60	\$139,474.81
1003360	6	10/19/2015	12/12/2015	-26	//	\$103,762.50	\$4,720.00
2203410	5	10/19/2015	11/17/2015	0	//	\$310,588.00	\$27,898.00
4003340	1	10/19/2015	10/30/2015	0	10/30/2015	\$330,120.00	\$0.00
4304520	1	10/23/2015	11/27/2015	0	//	\$189,780.78	\$0.00
27.041933R1	6	08/12/2014	03/30/2015	0	03/30/2015	\$136,552.55	(\$690.00)



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2982111	4	08/12/2014	06/30/2015	0	08/04/2015	\$1,045,494.25	\$82,799.21
3185410	1	08/12/2014	05/31/2015	0	05/04/2015	\$484,176.82	\$0.00
3882270	7	08/12/2014	05/31/2015	122	12/16/2015	\$2,995,480.05	\$0.00
5588460	5	02/10/2015	07/31/2015	39	09/08/2015	\$1,416,976.54	\$0.00
5788010	7	02/10/2015	09/30/2015	39	10/25/2015	\$1,658,969.73	\$0.00
0290470	7	06/09/2015	11/30/2015	0	11/30/2015	\$1,046,666.29	\$3,696.00
4680840	4	03/11/2014	11/30/2015	0	//	\$10,541,327.75	\$739,257.12
5180240	1	03/11/2014	10/31/2015	0	10/31/2015	\$1,855,725.00	\$3,850.00
5480770	4	03/11/2014	10/31/2015	0	10/31/2015	\$1,162,700.00	\$0.00
3781811	3	02/10/2015	11/15/2015	26	01/05/2016	\$723,031.95	\$0.00
3888030	7	02/10/2015	08/14/2015	0	08/11/2015	\$330,950.00	\$0.00
4282160	3	06/10/2014	06/15/2015	0	06/12/2015	\$477,133.48	\$0.00
5184510	1	06/10/2014	05/31/2015	0	05/31/2015	\$981,032.48	\$0.00
4486700	4	11/12/2014	04/30/2015	42	10/09/2015	\$1,339,029.51	\$0.02
4686600	4	11/12/2014	08/31/2015	106	//	\$4,052,897.43	\$655,351.63
5186940	1	11/12/2014	08/31/2015	0	09/02/2015	\$728,052.63	\$0.00
2385220	3	09/09/2014	09/30/2015	69	//	\$2,544,852.60	\$21,661.20
2484320	2	09/09/2014	09/30/2015	0	//	\$1,731,965.25	\$5,390.00
3085500	2	09/09/2014	08/31/2015	0	08/20/2015	\$912,618.65	\$0.00
4381201	1	03/10/2015	07/31/2015	0	//	\$203,223.05	\$0.00
4388260	1	03/10/2015	09/30/2015	0	09/24/2015	\$2,523,330.83	\$0.00
3204530	1	10/23/2015	11/23/2015	0	//	\$908,317.50	\$8,055.51
1803470	6	10/23/2015	11/23/2015	0	11/02/2015	\$28,840.00	\$4,732.00
4304610	1	10/23/2015	11/27/2015	0	//	\$640,697.73	\$0.00
3981800	3	08/12/2014	05/31/2015	0	05/29/2015	\$594,091.52	\$0.00
5182200	1	08/12/2014	08/31/2015	0	09/14/2015	\$2,680,425.83	\$0.00
5281700	2	08/12/2014	05/30/2015	111	09/15/2015	\$1,798,788.76	\$459,983.21
5281730	2	08/12/2014	06/30/2015	20	07/16/2015	\$1,369,716.86	\$0.00
30.042670	2	01/14/2014	05/31/2015	45	07/11/2015	\$3,275,209.83	\$44,101.25
32.042587	1	01/14/2014	05/31/2015	0	05/29/2015	\$3,989,231.46	\$101,038.71
0482652	2	06/09/2015	12/15/2015	5	12/20/2015	\$818,502.49	\$29,921.20
0880433	6	06/09/2015	12/15/2015	0	//	\$679,641.90	\$0.00

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1190270	4	06/09/2015	11/30/2015	11/30/2015	0	11/30/2015	\$528,773.35	\$0.00
5580790	5	03/11/2014	10/31/2015	10/31/2015	0	10/31/2015	\$1,161,400.00	\$0.00
5680800	6	03/11/2014	10/31/2015	10/31/2015	0	10/31/2015	\$1,228,880.00	\$5,000.00
3987430	3	02/10/2015	09/30/2015	09/30/2015	0	10/16/2015	\$576,955.80	\$350.00
4081571	1	02/10/2015	10/31/2015	10/31/2015	0	10/29/2015	\$429,184.73	\$18,196.89
5282430	2	06/10/2014	06/15/2015	06/15/2015	0	06/13/2015	\$785,194.74	\$0.03
5282440	2	06/10/2014	05/31/2015	05/31/2015	0	05/11/2015	\$892,452.01	\$0.00
5282460	2	06/10/2014	06/15/2015	06/15/2015	0	06/29/2015	\$698,048.91	\$0.00
5484680	4	06/10/2014	05/31/2015	10/31/2015	153	09/18/2015	\$1,533,139.25	\$0.00
5486590	4	11/12/2014	07/31/2015	07/31/2015	0	07/31/2015	\$2,383,103.59	\$64,582.23
5582910	5	11/12/2014	08/31/2015	08/31/2015	0	//	\$1,639,290.00	\$0.00
5585640	5	11/12/2014	07/31/2015	07/31/2015	0	//	\$398,174.00	\$0.00
5585890	5	11/12/2014	07/31/2015	07/31/2015	0	06/02/2015	\$2,944,450.79	\$0.00
3584850	5	09/09/2014	04/30/2015	04/30/2015	0	04/30/2015	\$232,796.14	\$0.00
3785320	3	09/09/2014	08/31/2015	04/29/2015	-124	04/28/2015	\$787,736.88	\$23,981.64
3985230	3	09/09/2014	08/31/2015	08/31/2015	0	07/18/2015	\$727,480.95	\$0.00
4082300	1	09/09/2014	06/30/2015	06/30/2015	0	//	\$1,687,926.67	\$46,619.05
5188620	1	03/10/2015	09/15/2015	10/15/2015	30	10/14/2015	\$172,408.05	\$22,414.07
4004880	1	11/05/2015	12/17/2015	12/17/2015	0	//	\$371,657.50	\$0.00
5481960	4	08/12/2014	05/31/2015	08/05/2015	66	07/31/2015	\$1,924,796.77	\$25,369.59
5581820	5	08/12/2014	05/31/2015	05/31/2015	0	05/26/2015	\$1,397,695.91	\$0.00
5581980	5	08/12/2014	08/31/2015	08/31/2015	0	07/10/2015	\$1,963,295.28	\$0.00
32.273B	1	01/14/2014	10/23/2015	10/23/2015	0	//	\$10,747,661.69	\$168,883.16
2088270	4	06/09/2015	09/03/2015	10/09/2015	36	09/23/2015	\$233,383.00	\$29,639.10
2090300	4	06/09/2015	09/18/2015	09/18/2015	0	//	\$427,707.34	\$0.00
2185100	5	06/09/2015	11/29/2015	11/29/2015	0	//	\$110,509.00	\$0.00
5780810	7	03/11/2014	10/31/2015	10/31/2015	0	10/21/2015	\$1,247,700.00	\$0.00
4285710	3	10/14/2014	04/30/2015	04/30/2015	0	04/24/2015	\$655,279.25	(\$25,506.92)
23.56161	3	07/10/2015	10/25/2015	10/30/2015	5	10/30/2015	\$665,652.14	\$0.56
4285861	3	02/10/2015	10/31/2015	08/30/2015	-62	08/08/2015	\$537,357.70	(\$89,629.92)
4287470	3	02/10/2015	11/15/2015	09/29/2015	-47	10/30/2015	\$1,222,543.40	\$0.00
4687990	4	02/10/2015	07/31/2015	08/07/2015	7	08/04/2015	\$94,090.00	\$7,875.00



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5182811	1	02/10/2015	09/30/2015	09/30/2015	0	//	\$1,174,880.00	\$0.00
5484720	4	06/10/2014	04/30/2015	05/06/2015	6	05/06/2015	\$615,354.50	\$54,186.86
5484740	4	06/10/2014	06/30/2015	08/31/2015	62	08/08/2015	\$613,562.00	\$283,877.51
5484750	4	06/10/2014	06/30/2015	08/30/2015	61	08/30/2015	\$459,160.25	\$0.00
5584410	5	06/10/2014	06/30/2015	06/30/2015	0	06/30/2015	\$721,750.10	\$0.00
5585900	5	11/12/2014	09/30/2015	06/30/2015	-92	08/18/2015	\$2,896,655.85	\$0.00
5585910	5	11/12/2014	09/30/2015	09/30/2015	0	09/30/2015	\$4,094,738.97	\$18,964.98
5586640	5	11/12/2014	04/14/2015	04/14/2015	0	04/24/2015	\$374,976.00	\$0.00
5682920	6	11/12/2014	07/31/2015	07/31/2015	0	07/31/2015	\$1,011,838.61	(\$0.31)
4285200	3	09/09/2014	09/30/2015	09/30/2015	0	07/01/2015	\$2,004,859.83	(\$42,930.65)
4386280	1	09/09/2014	05/31/2015	05/31/2015	0	09/14/2015	\$883,030.57	\$12,200.00
4684590	4	09/09/2014	08/31/2015	08/31/2015	0	08/31/2015	\$1,590,143.80	\$121,005.00
5286741	2	03/10/2015	11/30/2015	11/30/2015	0	11/30/2015	\$556,164.57	\$0.00
5288630	2	03/10/2015	09/15/2015	09/15/2015	0	07/15/2015	\$168,090.75	\$0.00
5388640	3	03/10/2015	09/15/2015	09/15/2015	0	08/03/2015	\$194,526.00	\$0.00
5488650	4	03/10/2015	09/15/2015	09/15/2015	0	09/16/2015	\$148,613.60	\$0.00
10.042824R1	6	03/11/2014	09/30/2015	09/30/2015	0	09/30/2015	\$1,482,000.00	\$315,380.00
5682410	6	08/12/2014	05/31/2015	05/31/2015	0	05/29/2015	\$1,072,081.24	\$18,517.00
5781750	7	08/12/2014	06/30/2015	06/30/2015	0	//	\$1,833,294.59	\$0.00
42.037189AR1	3	01/14/2014	08/31/2015	09/19/2015	19	09/24/2015	\$4,127,330.07	\$85,935.06
2390150	3	06/09/2015	11/30/2015	11/30/2015	0	12/10/2015	\$672,710.62	\$0.00
5182280	1	10/14/2014	08/31/2015	08/31/2015	0	//	\$3,795,743.06	\$0.00
5281720	2	10/14/2014	06/30/2015	09/06/2015	68	09/01/2015	\$2,224,913.22	\$0.00
5286400	2	10/14/2014	06/30/2015	06/30/2015	0	06/21/2015	\$172,199.79	\$0.00
5188600	1	02/10/2015	10/31/2015	10/31/2015	0	//	\$3,261,964.72	(\$68,489.70)
5282821	2	02/10/2015	11/30/2015	11/30/2015	0	//	\$3,484,179.50	\$0.00
5287200	2	02/10/2015	10/31/2015	11/30/2015	30	11/16/2015	\$1,698,874.64	\$0.13
5287220	2	02/10/2015	10/31/2015	11/30/2015	30	//	\$1,374,046.26	\$0.00
5584420	5	06/10/2014	04/30/2015	04/30/2015	0	04/30/2015	\$462,483.50	\$500.00
5584430	5	06/10/2014	06/30/2015	06/30/2015	0	06/30/2015	\$806,941.60	\$18,220.33
5584440	5	06/10/2014	05/31/2015	05/31/2015	0	05/29/2015	\$648,768.30	\$0.00
5684490	6	06/10/2014	06/30/2015	06/30/2015	0	06/09/2015	\$739,937.08	\$0.00



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11.00002015	4	02/20/2015	04/14/2015	04/14/2015	0	04/10/2015	\$290,748.20	\$0.00
5685650	6	11/12/2014	06/30/2015	07/24/2015	24	07/24/2015	\$259,149.00	(\$13,451.46)
5686240	6	11/12/2014	08/31/2015	08/31/2015	0	08/31/2015	\$3,652,660.36	(\$0.02)
5782900	7	11/12/2014	09/30/2015	09/30/2015	0	10/09/2015	\$1,764,816.80	\$34,000.00
5785660	7	11/12/2014	07/31/2015	07/31/2015	0	04/28/2015	\$222,685.00	\$0.00
5185390	1	09/09/2014	09/30/2015	09/30/2015	0	//	\$1,973,348.78	\$260,807.25
5185400	1	09/09/2014	08/31/2015	08/31/2015	0	09/19/2015	\$3,464,810.41	\$183,780.39
5185610	1	09/09/2014	05/31/2015	09/10/2015	102	//	\$712,790.00	\$71,278.00
5588440	5	03/10/2015	09/30/2015	09/30/2015	0	//	\$4,005,490.84	\$5,880.00
5588770	5	03/10/2015	08/31/2015	08/31/2015	0	08/31/2015	\$1,325,070.57	(\$0.04)
8888400	4	03/10/2015	09/30/2015	09/30/2015	0	10/22/2015	\$3,330,226.34	\$0.00
0381591	7	04/14/2015	09/30/2015	11/30/2015	61	11/14/2015	\$93,955.00	\$6,840.00
2188780	5	04/14/2015	10/31/2015	10/31/2015	0	//	\$488,464.41	\$0.00
2588200	7	04/14/2015	09/30/2015	09/30/2015	0	09/24/2015	\$118,793.50	\$21,870.00
29.037314AR1	4	04/14/2015	09/30/2015	09/30/2015	0	//	\$153,227.00	\$0.00
5481950	4	10/14/2014	06/30/2015	06/30/2015	0	07/30/2015	\$1,799,524.18	\$0.00
5484760	4	10/14/2014	06/30/2015	06/30/2015	0	04/28/2015	\$70,280.58	(\$1,240.58)
5581990	5	10/14/2014	06/30/2015	06/30/2015	0	06/30/2015	\$1,985,804.05	\$0.00
5582000	5	10/14/2014	07/31/2015	08/31/2015	31	08/31/2015	\$2,479,727.97	(\$0.08)
5382831	3	02/10/2015	10/31/2015	10/31/2015	0	11/12/2015	\$790,138.50	\$10,030.20
5482841	4	02/10/2015	08/31/2015	08/31/2015	0	09/24/2015	\$772,247.50	(\$2,000.00)
5487730	4	02/10/2015	08/31/2015	10/14/2015	44	10/16/2015	\$1,624,034.78	\$46,041.61
5782240	7	06/10/2014	08/31/2015	08/31/2015	0	08/19/2015	\$781,225.14	\$39,058.87
5782330	7	06/10/2014	06/30/2015	06/30/2015	0	07/24/2015	\$968,681.36	\$0.00
5784310	7	06/10/2014	05/31/2015	06/05/2015	5	06/05/2015	\$1,134,110.29	\$0.00
5786690	7	11/12/2014	11/30/2015	11/30/2015	0	//	\$3,103,542.00	\$0.00
2687191	5	05/12/2015	09/30/2015	10/14/2015	14	10/14/2015	\$479,936.77	\$619,015.30
2688550	5	05/12/2015	11/30/2015	11/30/2015	0	10/08/2015	\$844,737.48	\$0.00
2889720	1	05/12/2015	10/31/2015	10/31/2015	0	//	\$703,968.86	\$1,248.00
5285480	2	09/09/2014	08/31/2015	09/30/2015	30	09/23/2015	\$727,866.27	\$0.00
5285490	2	09/09/2014	09/30/2015	09/30/2015	0	//	\$1,164,841.33	\$0.00
5285830	2	09/09/2014	10/31/2015	11/30/2015	30	11/30/2015	\$2,795,710.05	\$0.00

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3583331	5	04/14/2015	10/31/2015	10/31/2015	0	//	\$932,055.16	\$0.00
5588660	5	04/14/2015	10/31/2015	12/15/2015	45	//	\$252,703.40	\$0.00
5688670	6	04/14/2015	09/30/2015	11/30/2015	61	11/10/2015	\$188,926.25	\$0.00
4004730	1	11/09/2015	12/10/2015	12/10/2015	0	11/25/2015	\$244,004.09	\$54,395.26
0486210	2	01/13/2015	08/31/2015	08/31/2015	0	08/31/2015	\$2,692,692.32	\$168,210.34
2486130	2	01/13/2015	11/30/2015	11/30/2015	0	//	\$2,270,425.51	(\$5.00)
2683360	5	01/13/2015	05/31/2015	05/31/2015	0	05/29/2015	\$306,214.72	\$0.00
3086140	2	01/13/2015	08/31/2015	08/31/2015	0	09/21/2015	\$2,495,122.70	\$800.00
3990140	3	06/09/2015	11/20/2015	11/20/2015	0	01/07/2016	\$333,453.67	\$17,600.00
4083471	1	06/09/2015	12/15/2015	12/15/2015	0	//	\$674,174.20	\$0.00
4090480	1	06/09/2015	11/30/2015	11/30/2015	0	//	\$3,093,626.86	\$0.00
5682420	6	10/14/2014	06/30/2015	06/30/2015	0	06/30/2015	\$3,209,038.59	\$0.00
5685760	6	10/14/2014	10/31/2015	11/16/2015	16	11/16/2015	\$3,515,051.42	\$260,986.65
5781840	7	10/14/2014	06/30/2015	07/11/2015	11	07/11/2015	\$2,301,886.17	\$0.00
5784960	7	10/14/2014	10/31/2015	10/31/2015	0	//	\$1,829,946.26	\$0.00
5587700	5	02/10/2015	08/31/2015	08/31/2015	0	08/31/2015	\$1,820,019.19	\$0.00
5587720	5	02/10/2015	08/31/2015	08/31/2015	0	08/31/2015	\$2,417,953.30	\$0.00
5587840	5	02/10/2015	09/30/2015	09/30/2015	0	12/03/2015	\$1,831,650.69	\$0.00
2881080	1	06/10/2014	07/31/2015	08/16/2015	16	09/21/2015	\$3,089,166.11	\$47,000.00
3283071	1	05/12/2015	11/30/2015	11/30/2015	0	//	\$595,288.12	\$0.00
4683310	4	05/12/2015	11/30/2015	11/30/2015	0	11/30/2015	\$156,272.19	(\$0.09)
5485450	4	09/09/2014	08/31/2015	10/20/2015	50	10/13/2015	\$1,268,796.89	(\$0.14)
5485550	4	09/09/2014	09/30/2015	07/14/2015	-78	08/28/2015	\$2,755,475.67	\$166,292.04
5485560	4	09/09/2014	07/31/2015	07/31/2015	0	09/14/2015	\$1,531,586.18	\$26,399.56
5585360	5	09/09/2014	08/31/2015	08/31/2015	0	04/30/2015	\$824,544.85	\$0.00
5788680	7	04/14/2015	08/31/2015	10/15/2015	45	10/15/2015	\$209,274.30	\$0.00
3187810	1	01/13/2015	09/30/2015	09/30/2015	0	10/20/2015	\$540,509.33	\$0.00
3282480	1	01/13/2015	07/31/2015	07/31/2015	0	//	\$718,259.46	\$19,800.00
3287170	1	01/13/2015	12/15/2015	12/15/2015	0	08/20/2015	\$529,410.86	\$31,565.32
8885620	1	10/14/2014	06/15/2015	06/15/2015	0	06/11/2015	\$393,781.75	\$0.00
8885630	4	10/14/2014	06/15/2015	06/15/2015	0	06/15/2015	\$335,929.25	(\$34,790.23)
5787750	7	02/10/2015	10/31/2015	10/31/2015	0	11/03/2015	\$2,208,081.72	\$0.00



2015 SiteManager Data for Construction Projects

Contract ID	District	Letting Date	Original Completion Date	Adjusted Completion Date	Days Added to Contract	SWC Date	Total Bid Amount	Net Change Order Amount
5788020	7	02/10/2015	09/30/2015	09/30/2015	0	//	\$1,744,157.98	\$0.00
4689960	4	05/12/2015	10/07/2015	10/07/2015	0	//	\$2,111,041.20	\$0.00
5585420	5	09/09/2014	05/31/2015	07/31/2015	61	07/31/2015	\$1,363,860.69	\$12,785.06
5585460	5	09/09/2014	05/31/2015	07/31/2015	61	07/31/2015	\$1,809,320.52	\$20,113.20
5685210	6	09/09/2014	08/18/2015	09/17/2015	30	09/17/2015	\$5,016,659.00	\$602,930.75
2990430	4	07/14/2015	11/30/2015	11/06/2015	-24	11/23/2015	\$286,979.55	\$0.00
3686110	2	01/13/2015	11/30/2015	11/30/2015	0	//	\$2,580,787.09	\$43,680.00
3786020	3	01/13/2015	09/30/2015	10/17/2015	17	10/17/2015	\$2,817,345.77	\$0.00
3986670	3	01/13/2015	09/30/2015	09/24/2015	-6	09/23/2015	\$267,324.40	\$46,763.40
4087980	1	01/13/2015	10/31/2015	10/31/2015	0	//	\$945,319.04	\$0.00
1403180	7	10/09/2015	10/12/2015	10/12/2015	0	10/12/2015	\$1,060,000.00	\$330,000.00
5286761	2	05/12/2015	12/28/2015	12/28/2015	0	//	\$610,196.18	\$68,199.30
5489580	4	05/12/2015	11/30/2015	11/30/2015	0	//	\$260,432.43	\$0.00
5685380	6	09/09/2014	08/31/2015	08/24/2015	-7	12/15/2015	\$1,014,999.32	\$0.00
5785370	7	09/09/2014	08/31/2015	08/31/2015	0	11/11/2015	\$1,043,621.51	\$0.00
5785580	7	09/09/2014	09/30/2015	09/30/2015	0	//	\$1,758,709.10	\$0.00
3203300	1	10/14/2015	10/23/2015	10/23/2015	0	//	\$198,690.13	\$0.00

Number of projects past completion date = 99

Percentage = 29%

\$701,218,203.39



2010 - 2015 SiteManager Data for Construction Projects

Contract ID	District	Letting Date	Original Completion Date	Adjusted Completion Date	Days Added to Contract	SWC Date	Total Bid Amount	Net Change Order Amount
07.201005	6	01/12/2010	11/30/2010	05/31/2011	182	05/24/2011	\$484,698.55	(\$105,519.69)
08.038452	6	01/12/2010	08/31/2010	09/08/2010	8	09/15/2010	\$378,559.20	(\$27,920.41)
4751.039260	1	02/09/2010	07/15/2010	01/07/2011	176	01/07/2011	\$186,170.00	\$8,712.50
23.201001	3	02/09/2010	06/30/2011	07/16/2011	16	07/16/2011	\$204,593.50	\$0.00
45.341001	5	01/12/2010	08/31/2010	08/31/2010	0	08/31/2010	\$322,095.00	\$0.00
31.039317A	1	02/09/2010	06/30/2010	06/30/2010	0	06/28/2010	\$156,441.50	\$0.00
08.039182A	6	01/12/2010	10/31/2010	10/31/2010	0	10/29/2010	\$2,799,459.91	(\$176,210.00)
08.341003	6	01/12/2010	12/30/2010	12/30/2010	0	07/12/2010	\$92,517.45	(\$1,917.71)
32.039307	1	03/09/2010	09/30/2010	09/30/2010	0	09/23/2010	\$273,057.35	(\$3,015.27)
41.036640AR	2	03/09/2010	11/30/2010	01/09/2011	40	01/07/2011	\$558,749.39	\$625.00
4752.039261	2	02/09/2010	07/15/2010	07/28/2010	13	07/28/2010	\$198,080.00	\$0.00
4753.039263	3	02/09/2010	07/15/2010	07/15/2010	0	06/16/2010	\$248,700.00	\$0.00
4754.039264	4	02/09/2010	07/15/2010	07/15/2010	0	07/14/2010	\$189,268.00	(\$860.78)
21.038841	5	04/13/2010	09/30/2010	09/30/2010	0	09/30/2010	\$166,367.58	\$748.00
30.038863	2	02/09/2010	08/31/2010	08/31/2010	0	08/27/2010	\$202,392.50	\$0.00
32.144B	1	02/09/2010	05/31/2013	06/24/2014	389	01/29/2015	\$20,637,260.65	\$2,509,578.25
35.038258	5	02/09/2010	07/31/2010	07/31/2010	0	07/30/2010	\$195,290.00	\$0.02
34.341001	5	02/09/2010	08/31/2010	10/30/2010	60	03/03/2011	\$223,300.00	\$131,810.00
35.341001	5	02/09/2010	08/31/2010	10/15/2010	45	09/16/2010	\$180,533.00	\$86,851.80
16.221002	5	04/13/2010	10/31/2010	10/31/2010	0	10/25/2010	\$872,177.80	\$0.00
23.333BR1	3	04/13/2010	09/30/2012	12/14/2012	75	12/14/2012	\$17,624,790.24	\$533,539.04
30.039274	2	04/13/2010	11/30/2010	03/31/2011	121	03/14/2011	\$558,860.00	\$4,155.00
4755.201001	5	02/09/2010	08/31/2010	08/31/2010	0	07/15/2010	\$289,364.50	\$18,140.20
36.038801	2	02/09/2010	09/30/2010	09/30/2010	0	07/30/2010	\$196,061.73	(\$48,470.63)
02.037304A	7	01/12/2010	07/31/2010	07/31/2010	0	07/22/2010	\$556,749.90	\$1,800.00
37.039310	3	02/09/2010	09/30/2010	09/30/2010	0	09/18/2010	\$1,296,760.81	\$0.00
47.281003R1	3	02/09/2010	09/30/2010	09/30/2010	0	08/31/2010	\$340,150.00	\$149,998.11
4755.201003	5	02/09/2010	08/31/2010	12/15/2010	106	10/27/2010	\$565,088.10	(\$42,583.38)
4756.038148	6	02/09/2010	05/31/2011	08/31/2011	92	08/21/2011	\$637,491.00	\$80,129.00
01.038461R1	2	02/09/2010	11/30/2010	04/15/2011	136	01/30/2011	\$4,733,319.97	\$255,091.95
32.037570A	1	04/13/2010	10/31/2010	03/21/2011	141	03/18/2011	\$527,765.47	\$48,376.15
40.038537	1	02/09/2010	10/31/2010	10/31/2010	0	10/04/2010	\$335,092.93	(\$5,729.98)
43.038282R1	1	02/09/2010	07/31/2010	02/28/2011	212	02/28/2011	\$249,912.00	\$10,191.20
47.341005R1	5	02/09/2010	09/30/2010	03/19/2011	170	03/18/2011	\$886,706.12	\$100,575.22
47.341002R1	2	02/09/2010	09/30/2010	06/30/2011	273	12/03/2010	\$991,000.00	(\$75.00)
47.341004R1	4	02/09/2010	09/30/2010	06/30/2011	273	05/03/2011	\$886,000.00	(\$1,171.00)